



**City of Bellevue  
Development Services Department  
Land Use Staff Report**

---

**Proposal Name:** **Bellevue School District Transit Maintenance Facility**

**Proposal Address:** 12035 NE 5<sup>th</sup> Street

**Proposal Description:** Applications for an Administrative Amendment, a Critical Areas Land Use Permit and Design Review approval to demolish an existing transportation building and replace it with a two-story office/transportation facility totaling approximately 28,200 square feet. The new facility will continue to provide administrative space, training/driver services and repair bays. Site modifications will occur to the existing parking and landscaping.

**File Numbers:** **12-123708-LD, Design Review**  
**12-123710 LI, Administrative Amendment**  
**12-123711 LO, Critical Areas Land Use Permit**

**Applicant:** Bellevue School District, #405

**Decisions Included:** Design Review, Administrative Amendment, and Critical Area Land Use Permit are LUC Process II decisions.

**Planner:** Antoinette Pratt, Senior Planner

**Threshold Determination:**  
**State Environmental Policy Act (SEPA):** **Determination of Non-Significance Issued August 10, 2012, by Bellevue School District, #405.**

**Director's Decision:** **Approval with Conditions**  
Michael A. Brennan, Director  
Development Services Department

By: Carol V. Helland  
Carol V. Helland, Land Use Director

---

Application Dates:	August 28, 2012
Public Notice:	October 4, 2012
Public Meeting:	November 1, 2012
Completeness Date:	September 6, 2012
Notice of Decision Date:	January 31, 2013
<b>Administrative Amendment Appeal Deadline:</b>	<b>February 14, 2013</b>
<b>Design Review Appeal Deadline:</b>	<b>February 14, 2013</b>
<b>Critical Areas Land Use Permit Appeal Deadline:</b>	<b>February 14, 2013</b>

For information on how to appeal a proposal, visit Development Services at City Hall or call (425) 452-4570. Appeal of the Process II decision must be made by 5:00 p.m. on the date noted for appeal of the decision.

---

## **I. REQUEST and REVIEW PROCESS**

### **A. Request**



The Bellevue School District (BSD) has submitted applications for an Administrative Amendment, a Critical Areas Land Use Permit and Design Review approval to demolish an existing 14,000 square foot transportation building and replace it with a two-story office/transportation facility totaling approximately 28,200 square feet along the southwest portion of the parcel. The new facility will continue to provide administrative space, training/driver services and

repair bays. Site modifications will occur to the existing parking and landscaping.

The proposed development is defined as an Essential Public Facility (EPF). RCW (Revised Code of Washington) 36.70A.200 classifies schools as an essential public facility which the LUC formally accepts per LUC 20.50.018, Definitions. As an EPF, schools may be allowed in a critical area, critical area buffer or critical area structure setback. Applications for EPF's must still include analysis of critical area to be disturbed along with necessary mitigation for such encroachments.

### **B. Review Process**

The use of this transportation facility within an office/residential land use district was originally allowed with a Conditional Use approval. Any revision to the original Conditional Use is required to obtain approval through an Administrative Amendment process. Design Review approval is required because this site is within the Multi-Family Transition Area Design District. Design Review approval is required due to the presence of the transition district. Although development of an essential public facility is allowed per LUC 20.25H.055, a Critical Areas Land Use Permit (LUC 20.25H.230) is still required to modify critical slopes and required structure setbacks. The City's procedures and criteria for any decision to develop, disturb or otherwise modify a critical area or critical area setback are contained in the Land Use Code Section 20.30P.

All three of the above noted processes are Process II administrative decisions by the Director of Development Services. Appeals of the Process II administrative decisions are heard and decided by the Hearing Examiner. SEPA review of the transportation facility was performed by the BSD. Refer to Section VI of this report regarding their SEPA determination.

## **II. SITE CONTEXT and DESCRIPTION**

### **A. Site Context**

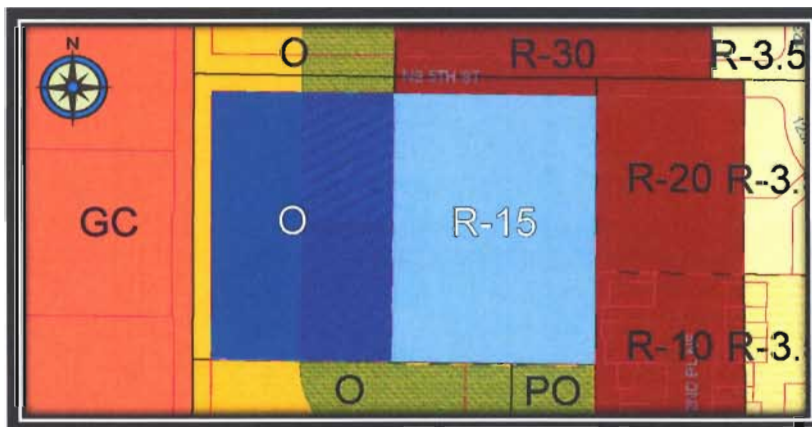
The existing BSD maintenance facility is located on one parcel. The BSD proposes to maintain its existing facilities offices on the eastern portion of the parcel but demolish the maintenance facility on the western portion of the site. The BSD has operated this facility at

this location since 1960. The BSD also operates its associated bus fleet where it stores its buses at 501 120<sup>th</sup> Avenue NE along the west side of 120<sup>th</sup> Avenue NE. Drivers report to work at the maintenance facility and then walk across 120<sup>th</sup> Avenue NE to the west to pick up their buses.

The existing facility consists of five service bays, two maintenance bays, chassis wash bay, parts area, supervisor office and support spaces on the ground floor with general office, bus dispatch, bus routing and break area on the second floor. A separate ancillary building is used as tire storage.



The BSD's transportation facility is located on one parcel but is split zoned between R-15 zoning to the east while Office zoning is located to the west. No work is proposed for the R-15 portion of the site where the capital facilities offices are located. The site is bordered by multifamily units to the northeast while office and commercial uses are located to the south, north and west across 120<sup>th</sup> Avenue NE.



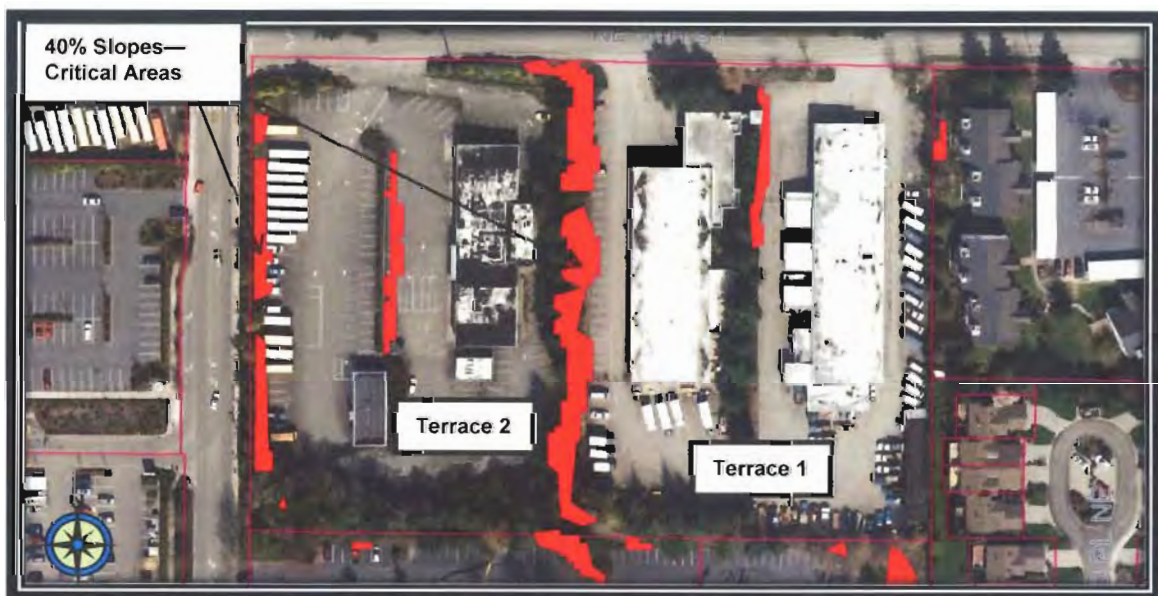
#### City of Bellevue Expansion of 120<sup>th</sup> Avenue NE

The City's Transportation Department is in the design phase of an expansion of 120<sup>th</sup> Avenue NE and anticipates the start of construction in early 2013. Coordination and timing will need to occur between the City's and the BSD's contractors—particularly with the development of the retaining wall proposed along their westerly property line. To facilitate this project, the BSD has permanently ceded to the City 10-feet of property along with a 15-foot easement for use during construction on the maintenance site. Similarly, the BSD permanently ceded 15-

feet of property to the City at their bus barn located along the west side of 120<sup>th</sup> Avenue NE. The City and BSD are working together during design development to ensure project coordination occurs smoothly.

## **B. Site Description**

The site is 6.29 acres in size and is bounded to the north by NE 5<sup>th</sup> Street and 120<sup>th</sup> Avenue NE to the west. Site topography slopes downward from the east to the west with significant elevational changes between the R-15 portion of the site and the start of the Office zoned area. The site contains two gently sloping terraces. The grade separation between the terraces is accentuated by an existing concrete retaining wall and rockery approximately nine feet in height. A secondary rockery exists along the westerly property line adjacent to the 120<sup>th</sup> Avenue NE sidewalk. This rockery is approximately 10 feet in height.



Critical areas exist in the center of the site between the R-15 and O zoned portion of the site with the remaining portion located along the westerly property line as identified by the geotechnical reports prepared by Associated Earth Sciences (AES), Inc. dated January 13 and June 8, 2012. See aerial above. In its reports, AES identified the center and west slopes as geohazards or 40 percent slopes. Slopes are approximately 2:1 in this location. See file for reports. These slopes contain vegetation that is comprised of indigenous trees and understory materials. See Sections IV.C and VIII.D and E for further discussion regarding the critical slopes and landscaping.

## **III. CONSISTENCY WITH LAND USE CODE/ ZONING REQUIREMENTS**

### **A. General Provisions of the Land Use Code**

#### **1. Proposed Use**

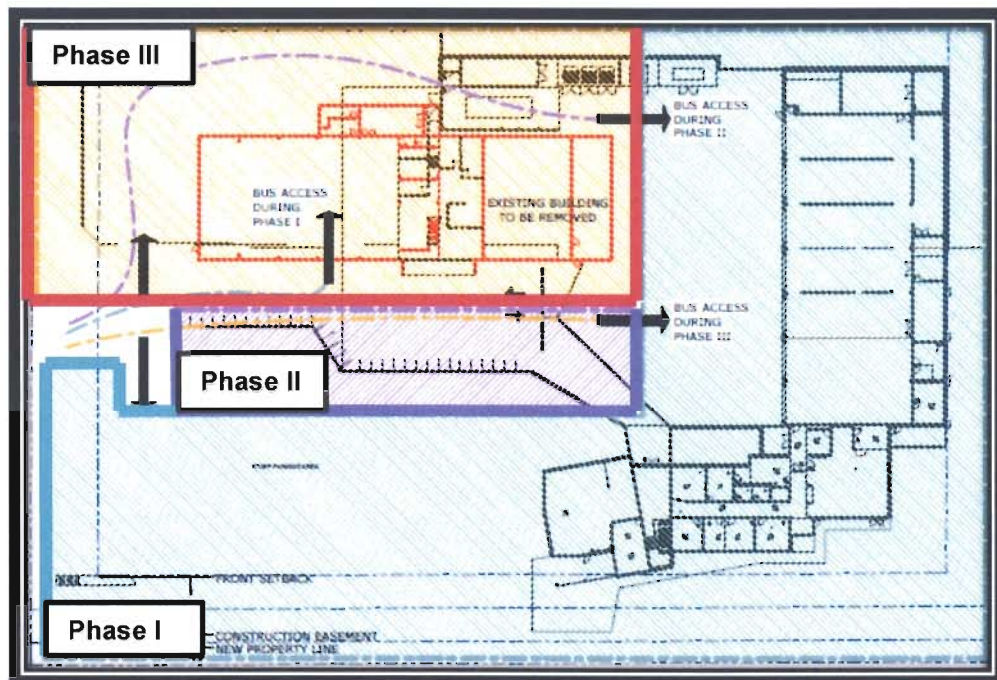
The proposed structure will expand the current transit facility from 14,000 square feet to 28,200 square feet. The increase in size will allow the BSD to organize the facility around three user groups: administrative personnel who support the transportation function, drivers, and mechanics who maintain the District's buses and ancillary

vehicles. The same uses which occur with the existing facility will be maintained with the building upgrade. No new uses are proposed.

## 2. Proposed Site Design

This proposal will be constructed in three phases:

- **Phase I:** Construction of the new building to allow the existing building to remain in operation.
- **Phase II:** Demolition of an existing rockery and new retaining wall. The new bus access will be constructed with this phase of development.
- **Phase III:** Demolition of the existing building to allow construction of the new chassis wash bay. Parking will also be completed with this phase.



### *Circulation:*

- Vehicular:** Buses and passenger vehicles will access the site via NE 5<sup>th</sup> Street. Parking is provided east/west of the internal driveway which connects buses to repair bays along the south portion of the site.
- Pedestrian:** Bus drivers currently walk west along an existing sidewalk to 120<sup>th</sup> Avenue NE. There is a crosswalk that is surrounded by islands to lead drivers to the west side of 120<sup>th</sup> Avenue NE. Drivers then walk north to a pedestrian gate that leads into the bus barn. However, with the expansion of 120<sup>th</sup> Avenue NE, the pedestrian route for the drivers will be changed during the interim construction period and thereafter. The chosen contractor for the BSD will need to coordinate with the City's contractor to ensure a safe route of travel for drivers from the maintenance facility to the bus barn. Additionally, the contractor will need to submit plans to the Building and Fire Departments to address route of travel issues as this site is considered an occupied site. See Section X for related conditions.

### 3. Proposed Building Design

The maintenance facility's new building will be placed near the southwest corner of the site in an L-shaped configuration. This shape takes advantage of the topographic change that exists in this area while creating two formal entries into the building. The primary entry will take place at the upper level while staff can also use a lower entry directly into the driver offices. The upper lot is articulated by an elevated walkway starting from NE 5<sup>th</sup> Street through a contemporary glass lobby. The main staircase in this area will connect to the driver function area on the lower level.

The primary office and driver lounge functions of the new facility will face downtown Bellevue while the maintenance functions (repair bays) will face NE 5<sup>th</sup> Street. The view east from adjacent properties west along 120<sup>th</sup> Avenue NE will present an office building as demonstrated in the photos below. The City's contractor will install the retaining wall along the west property line with the 120<sup>th</sup> Avenue NE expansion project.



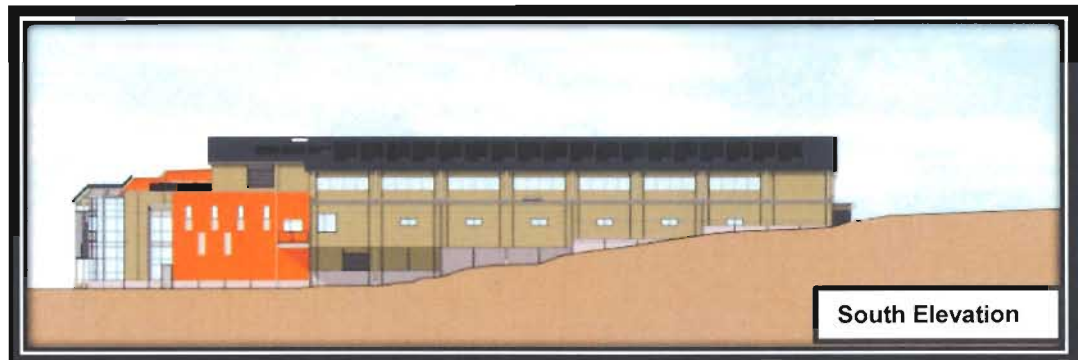
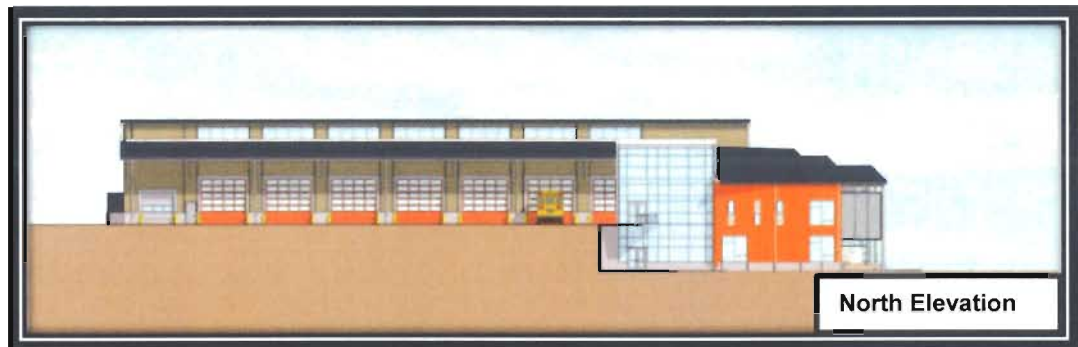
Building materials have been chosen to highlight the distinctive user groups of this building. Horizontal hardie panels will be used on the exterior wall pattern of the office area while vertical panels will highlight the driver's lounge and parts area. The repair bay portion of the building will have metal siding articulated in the same manner as the office (horizontal panels). This area will be defined with a four foot high concrete base for durability.



All of the exterior windows and curtain wall systems will be clear anodized aluminum finished with a 1" insulated glazing system. The glazing along the west façade will have a higher shading coefficient in order to control for west sun exposure. This

proposal, together with the deciduous trees along the west side of the property, will shade the office spaces which are oriented along the west side of the building. The unique functionality and aesthetic characteristics of the two entrances to the building have been defined but unified through a stainless steel screen system to be used along the lower west entry, carry through the entrance lobbies, and continue along the upper east entry (which is also used to separate the bus area from this entrance).

The building is designed to obtain sustainable (LEED Silver/Gold) standard. Energy efficiencies are also proposed through the use of solar array panels. These panels will be mounted on the repair bay.



The scale and articulation of the building massing addresses the adjacent context and complies with the intended character, appearance, quality of development, and physical characteristics of the property and immediate vicinity. The office portion of the building faces the General Commercial (GC) zoning and Best Buy to the west while the service bays face Office zoning and an office park to the North.

#### **4. Land Use Code Requirements & Proposal**

As conditioned, the proposed project meets all dimensional requirements of the Land Use Code for the Office zoning district as noted below:

**TABLE 1**  
**REQUIRED DIMENSIONS/AREAS of the OFFICE ZONE**

ITEM	PERMITTED/REQUIRED	PROPOSED
<b>MINIMUM LOT SIZE</b> (LUC 20.20.010)	Undefined	6.29 acres or 273,879 square feet
<b>BUILDING HEIGHT</b> (LUC 20.20.010,20.20.350)	40 feet(1 )	39'-2" feet
<b>LOT COVERAGE BY STRUCTURE</b> (LUC 20.20.010)	35%	18.41%
<b>MAXIMUM IMPERVIOUS SURFACE AREA</b> (LUC 20.20.010)	80 %	Impervious Area = 81,021 (67%) Pervious Area = 40,510 (33%)
<b>BLDG. SETBACKS</b> - Front (NE 5 <sup>th</sup> Street) - Front (120 <sup>th</sup> Avenue NE) - Rear (South Property Line) - Side (East Property Line) (LUC 20.20.010)	30 Feet 30 Feet 25 Feet 20 Feet	30 Feet 30 Feet(2) 25 Feet 40 Feet (from existing east bldg.)
<b>PARKING STALLS</b> (LUC 20.20.590.F.2)	Unspecified Use	100 parking stalls(3)
<b>LANDSCAPING</b> Perimeter Buffers North South East West	10 feet 10 feet 10 feet 10 feet	30 feet 25 feet 30 feet (steep slope) 15 to 30 feet
<b>PARKING LOT LANDSCAPING</b>	3,465 square feet (35 sq. ft, per stall)	10,840 square feet
<b>TREE PRESERVATION INTERIOR</b>	15% minimum of the existing diameter tree inches= 143 diameter inches	566 diameter inches or 59% diameter inches remaining
<b>TREE PRESERVATION EXTERIOR</b>	100% of diameter inches	Selected tree removal at south property boundary to avoid building footprint (See Sheets TP.01 and L4.01 landscaping).

- 1** This facility is located within a multifamily transition district. The transition district reduces the maximum building height to 30 feet but with bonuses of 5 feet each for eliminating mechanical on the roof and a pitched roof form allows this facility to achieve a height maximum of 40 feet.
- 2** The BSD modified its property line with the City of Bellevue to accommodate the 120<sup>th</sup> Avenue NE project by dedicating 10 feet to the City. They have also provided the City with a 15 foot construction easement which lies within the BSD's 30 foot front yard setback. It should also be noted that the BSD will intrude into the front yard setback by six feet to avoid the 40% slopes in the center of this site. LUC 20.20.025.C allows 25 percent of the building façade to intrude into the front yard setback. The BSD has complied with this standard.
- 3** See Section III.a.4 for further discussion regarding parking.

ITEM	PERMITTED/REQUIRED	PROPOSED
<b>REFUSE &amp; RECYCLING AREA</b> (LUC 20.20.725)	Required	The BSD will locate ancillary uses such as dumpsters, generator and transformers at the toe of slope. No sight screening fencing has been proposed. See Section III 4.b.1.f for further discussion and condition for screening.

**a. Parking Analysis**

LUC 20.20.590 does not define the number of parking stalls required for a maintenance facility. As such, this proposal will be classified as an unspecified use per LUC 20.20.590.F.2. To determine the parking and circulation conditions on this site, Gibson Traffic Consultants (GTC) conducted a site visit on May 31, 2012. Information was also supplied to GTC from the BSD's Transportation Department regarding bus schedules. GTC's report dated October 2012 is available for review within the project file.

The transit facility has 106 employees with the following service categories:

- Bus Drivers: 70 full time drivers (15 substitutes are on standby as necessary)
- Administrative Office: 7 full time employees, 2 temporary staff members, 1 routing assistant and 2 drivers
- Maintenance: 9 full time employees

The BSD has operated their transit facility with 106 employees for many years. This upgrade will not require additional employees. A parking survey was conducted during the AM and PM peak periods for bus movement. It was found that there is an existing parking demand for 74 parking stalls. There will also be parking spaces for four buses plus additional parking within the seven bus maintenance bays. Total parking stalls provided with this application will be 100.

Interim Parking: During the construction period, the BSD will designate parking for bus drivers on their bus barn property. The lower shelf and southern portion of the site will be turned over to the contractor for the phase one work. Once the BSD is done with phase two, the lower parking lot will be available to drivers and the general public. Demolition of the building will be completed with phases two and three with final completion of the last parking area in the northeast corner. In sum, parking during the interim construction period will be maintained on the BSD's maintenance and bus barn properties.

Pedestrian Movements: GTC also monitored the pedestrian movements of bus drivers from the maintenance facility site west to the BSD's bus parking lot. There is an existing crosswalk crossing at 120<sup>th</sup> Avenue NE on the south side of NE 5<sup>th</sup> Street which provides access to the bus parking lot. With the modification of 120<sup>th</sup> Avenue NE, this access will be closed off and fenced. A new signal with a crosswalk will be installed at NE 6<sup>th</sup> Street. Bus drivers will have to walk north to NE 6<sup>th</sup> Street to actuate the pedestrian light to cross 120<sup>th</sup>

Avenue NE to access the bus parking lot. However, during the construction period, contractors for the BSD and City will need to coordinate pedestrian movement across 120<sup>th</sup> Avenue to ensure bus driver safety. See Section X for related condition.

**b. Landscaping and Alternative Landscape Option (ALO) Request**

West Buffer along 120<sup>th</sup> Avenue NE: The ALO request is to allow an adjustment of the minimum spacing of trees in order to complement the plantings to be installed by the City of Bellevue for the 120<sup>th</sup> Avenue NE ROW improvements. The tree spacing for the proposal would fill the gaps between street tree plantings and create a more unified edge – rather than adhering strictly to the 30' spacing. The spacing would be adjusted from a 30' maximum to almost twice that in a few areas; the evergreen trees would be grouped along the parking lot edge, and the deciduous trees would be spaced in front of the building to complement the building and provide needed shade from western sun exposure. The proposed buffer planting would include 2 more trees than the minimum required.

South interior lot line buffer: Request to preserve existing trees and plantings. No new trees will be added. Replanting will occur with a restoration mix of native shrubs and understory trees such as vine maple to support an existing stand of Douglas fir and pines. The LUC requirement is for a 10 foot, Type III buffer with trees spaced 30' on center. The existing edge currently supports a number of Douglas fir that are small and not shown on the survey, as well as some hazelnuts of considerable size. The BSD prefers to preserve the existing trees and native shrubs rather than start with new landscaping to the greatest extent possible. Plantings would be supplemental to the existing plants, after removal of invasive ivy, blackberries and scotch broom.

Eastern slope (Center of Site): The eastern slope of the project area is located in the center of the BSD site between the two sloped terraces. The center of the site has some areas of more than 40% slopes as shown on the drawings. It is mostly grass and Douglas fir and pines as shown on the survey. There is no understory, and unlike the southern edge there are no smaller trees. The proposed ALO includes replanting this slope with native shrubs and ground covers. Plantings would be whips and cuttings to reestablish a native planting that will be more sustainable and easier to maintain.

Elimination of Two planting islands within the northeastern parking area: The Washington State Patrol conducts brake testing at the site once a year that requires the busses to queue in such a way that they can run each bus through the brake test. The test requires each bus to drive a certain distance and apply the brakes. In order to conduct the test the busses are required to stack up in two rows through the whole site. The proposed site design allows all the necessary busses to queue on the property, without using the roadways. However, due to bus turning requirements, two of the required planting islands are in the way. The proposal includes a request to eliminate these two small planters in the parking lot. Overall the proposed design has well over the required 3,465 square feet of interior planters for the parking lots. The total area of isolated planter islands, including the bioretention planting that is in-

between the parking lot and bus yard is 7,800 square feet, excluding all planting on the outer edges of the parking lots. The total of all landscaped areas for the site would be 52,200 square feet.

Staff has reviewed the above requests and approved the ALO modifications as noted on all associated landscape sheets.

## **B. Transition Area Requirements**

The site is located in an Office district. Because this site is split zoned with the western half being Office and the eastern half R-15, it is located within 300 feet of existing multifamily-family land use districts. However, no portion of the site is directly adjacent to a single family neighborhood. The proposal is subject the standards and design guidelines of the Transition Area as outlined below.

### **1. Transition Area Development Standards - LUC 20.25B.040**

- a. **Building Height:** As noted above, the maximum building height within an Office district in transition is 30 feet. However, with the height bonuses listed within this section of the LUC, the BSD may increase their height from 30 to 40 feet. The BSD has proposed pitched roof forms and avoided placement of mechanical equipment on the roof. The maximum building height for this structure varies from 18 feet to its highest level of 39 feet due to topographic changes across the site. The BSD's capital construction offices located on the R-15 portion of their site (to the east) will provide a modicum of visual screening from the multifamily units further upslope from this proposal.
- b. **Setbacks:** Meets requirements. Refer to chart in Section III.A.4 of this report.
- c. **Landscaping:** Meets requirements. Refer to chart and discussion of the alternative landscaping option and alternative tree retention option in Section III.A.4.b of this report.
- d. **Site Design Standards:** The BSD has designed its facility so that the maintenance portion of the facility will face NE 5<sup>th</sup> Street while the administrative wing will face 120<sup>th</sup> Avenue NE; thus providing a pleasant appearance westward. New landscaping throughout the parking lot and at the site boundaries will provide additional screening to enhance this facilities presence along 120<sup>th</sup> Avenue NE.
- e. **Mechanical Equipment:** No mechanical equipment is proposed for the roof of this facility. All equipment will be embedded within a mechanical attic.
- f. **Refuse Containers:** Garbage will be picked up by Allied Waste. Dumpsters along with other ancillary functions such as transformers have not been sight screened from public view. Fencing will be required of a similar material as the building body of the transit facility. See Section X for related condition.
- g. **Signs:** If any change is made to the existing sign, a separate sign package shall be submitted to DSD for staff review and approval. Any proposed sign shall be architecturally compatible with the existing building. See Section X for related condition.

**2. Transition Area Design Guidelines - LUC 20.25B.050**

**a. Site Design Guidelines**

- i. **Vehicular Access:** Vehicular access to the transit facility will occur from NE 5<sup>th</sup> Street via 120<sup>th</sup> Avenue NE and will not be directed through any single-family residential districts.
- ii. **Loading and Refuse Collection:** Refuse collection will occur within the site and will not directly face a single family land use district.
- iii. **Retention of Significant Vegetation:** The existing significant trees on the steep slopes will be retained. Mitigation for construction within the steep slopes will require removal of invasive plant materials along with native understory supplemental vegetation.
- iv. **Compatibility with Existing Residential Development:** The proposed parking facility will fit within the surrounding residential and commercial context due to the following:
  - Retention and enhancement of existing significant trees at its south property boundary.
  - Placement of the maintenance bays along the southern portion of the site to reduce their presence while providing direct access from NE 5<sup>th</sup> Street.
  - Placement of the administrative wing along the western portion of the site to provide an office presence west towards the City's downtown.
  - New robust landscaping throughout the reconfigured surface parking lot and at the property boundaries.
  - Maintaining existing buildings along the eastern portion of the site to diminish the presence of the transit facility to the adjacent residential community.

**b. Building Design Guidelines**

- i. **Building Surfaces:** Metal panels in warm northwest colors have been chosen. Colors range from deep tan, grey and copper tones. A metal roof is proposed with solar panels for energy efficiency. The colors will be compatible with surrounding development.
- ii. **Facades:** The transit facility's building facades have been designed with building offsets, interesting fenestration, metal accents to add visual interest to each façade. Clerestory windows punctuate the pitched roof lines to add interest while providing additional lighting into the facility. The western façade which faces existing commercial uses, contains a unique screen system that doubles to reduce the western sun but also create visual interest towards 120<sup>th</sup> Avenue NE. Use of the chosen color scheme will help reduce the presence of the maintenance bay area while adding visual interest.
- iii. **Roof Forms:** Pitched roof forms were chosen to comply with the transition requirements. The pitched roof forms add visual interest above the maintenance function of the facility. Pitched roofs are proposed over a portion of the office function with a spine of flat roof form that connects both functions. The varying roof forms will be complementary to the adjacent commercial uses in the vicinity of this site.

- iv. Communication Dishes: No dishes are proposed for this development. Any dish proposed in the future that is greater than one meter in diameter must not be visible from adjacent residential districts.
- v. Materials and Colors: The chosen materials were chosen for their low reflectivity and ability to blend into the surrounding natural environment. Accent colors were strategically used to demarcate the maintenance functions from the office portions of the facility.

### **C. Critical Areas**

Schools are classified as an Essential Public Facility per LUC 20.50.018, Definitions. As such, they may be allowed in a critical area, critical area buffer or critical area structure setback. Such facilities must still provide analysis of critical area to be disturbed along with necessary mitigation for such encroachments. The applicant has provided a geotechnical analysis from Associated Earth Sciences (AES), Inc, dated January 13, 2012 and June 8, 2012. A habitat assessment was also provided by the Watershed Company dated June 2012.

Site topography slopes down to the west but due to previous grading, the site contains two defined sloping terraces that are separated by a thin area of steep slopes (over 40 percent slopes). This area is reinforced by an existing concrete retaining wall and rockery that totals approximately 9 feet in height. LUC 20.25H.120 designates such areas as critical areas. LUC 20.25H.120.B and C require top of bank setbacks of 50 feet and toe of slope setbacks of 75 feet. However, AES conducted a slope stability analysis of this area and determined that the existing slope is stable. It is their opinion that the 75 foot toe of slope setback may be reduced to 10 feet. Although work is not proposed east of this slope, they determined that the top of bank setback of 50 feet may be reduced to 10 feet as well. The top and toe slope determinations of 10 feet should be noted on all construction plans and filed with King County. See Section X for related condition.

### **Description of the Critical Area Functions and Values**

The City of Bellevue Land Use Code Critical Areas Overlay (LUC 20.25H) establishes standards and procedures that apply to development on any site which contains in whole or in part any portion designated as critical area or critical area buffer.

### **Geologic Hazard Areas**

Geologic hazards pose a threat to the health and safety of citizens when commercial, residential, or industrial development is inappropriately sited in areas of significant hazard. Some geologic hazards can be reduced or mitigated by engineering, design, or modified construction practices. When technology cannot reduce risks to acceptable levels, building in geologically hazardous areas is best avoided (WAC 365-190).

Steep slopes may serve several other functions and possess other values for the City and its residents. Several of Bellevue's remaining large blocks of forest are located in steep slope areas, providing habitat for a variety of wildlife species and important linkages between habitat areas in the City. These steep slope areas also act as conduits for groundwater, which drains from hillsides to provide a water source for the City's wetlands and stream systems. Vegetated steep slopes also provide a visual amenity in the City, providing a "green" backdrop for urbanized areas enhancing property values and buffering urban development.

### **Proposal's Impact to Functions**

The existing slope between the two sloped terraces has limited value as determined by the Watershed Company's site evaluation of May 22, 2012. No degradation of habitat is expected to result from construction or the continuation of the current transit use. Approximately 200 square feet of vegetation will be removed from this steep slope area but replanting will occur as proposed by the landscape architect. Currently this area is populated with large trees, invasives and ornamental species. Planting in this area will be modified per the submitted landscape plan. See Section III.4.b above for landscape discussion.

#### **1. Performance Standards for Critical Areas**

##### **a. Consistency with Land Use Code Steep Slope Critical Areas Performance Standards - LUC 20.25H.125:**

##### **1) Structures and improvements shall minimize alterations to the natural contour of the slope, and foundations shall be tiered where possible to conform to existing topography;**

Finding: The existing rockery/retaining wall will be removed and replaced with a cast in place concrete wall that will range from approximately 2 to 10 feet in height. The existing trees will remain and be interplanted with native shrubs and ground cover for sustainability and ease of maintenance.

##### **2) Structures and improvements shall be located to preserve the most critical portion of the site and its natural landforms and vegetation;**

Finding: The applicant has located the transit facility in the area that minimizes disturbance to the 40 percent slopes. The garage is oriented east/west on the site to place the bay doors towards NE 5<sup>th</sup> Street with the office wing along the western portion of the site. Ancillary uses such as dumpsters, outdoor storage, transformer, and generator are located at the base of the 40 percent slope within shelters to screen them from public view.

##### **3) The proposed development shall not result in greater risk or a need for increased buffers on neighboring properties;**

Finding: The applicant has obtained the services of a geotechnical engineering consultant AES who has evaluated the slope. The geotechnical engineer states that the existing slope is stable and that no impacts to slope stability are expected with this proposal. The geotechnical report is located in the project file.

##### **4) The use of retaining walls that allow the maintenance of existing natural slope area is preferred over graded artificial slopes where graded slopes would result in increased disturbance as compared to use of retaining wall;**

Finding: The existing rockery and retaining wall will be removed and replaced with a cast in place retaining wall to enhance slope stability. AES has recommended a 10 foot setback from toe of slope. The BSD is providing 11

feet from the placement of their ancillary uses such as their dumpsters, transformer, etc. to the base of the cast in place retaining wall.

**5) Development shall be designed to minimize impervious surfaces within the critical area and critical area buffer;**

Finding: The BSD has designed a facility that will minimize impacts to the critical area and its buffer. As an EPF, the facility may be placed wholly within the toe of slope buffers on this site. The applicant is meeting the recommended toe of slope setback of 10 feet. This area will be re-vegetated with native planting materials.

**6) Where change in grade outside the building footprint is necessary, the site retention system should be stepped and re-grading should be designed to minimize topographic modification. On slopes in excess of 40 percent, grading for yard area may be disallowed where inconsistent with this criteria;**

Finding: The existing rockery/retaining wall will be replaced to provide stability between the two topographic terraces on-site. The replacement wall will be cast in place and of a similar height to the existing wall.

**7) Building foundation walls shall be utilized as retaining walls rather than rockeries or retaining structures built separately and away from the building wherever feasible. Freestanding retaining devices are only permitted when they cannot be designed as structural elements of the building foundation;**

Finding: The transit facility will be located 11 feet from the base of the new cast in place retaining wall at the toe of slope. As an EPF, the applicant is allowed to site the proposed structure in this area if there is no feasible alternative. Development on this site is limited to the western half of the property, thereby, limiting construction activities west of this slope. The existing transit facility is located in same general location to separate the differing uses on this property.

**8) On slopes in excess of 40 percent, use of pole-type construction which conforms to the existing topography is required where feasible. If pole-type construction is not technically feasible, the structure must be tiered to conform to the existing topography and to minimize topographic modification;**

Finding: Not applicable. No structures are proposed within the critical slope.

**9) On slopes in excess of 40 percent, piled deck support structures are required where technically feasible for parking or garages over fill-based construction types; and**

Finding: Not applicable. No structures are proposed to be located within the critical slope.

**10) Areas of new permanent disturbance and all areas of temporary disturbance shall be mitigated and/or restored pursuant to a mitigation and restoration plan meeting the requirements of LUC 20.25H.210.**

Finding: The applicant will provide plant restoration as per LUC 20.25H.220. See Landscape Plan sheets attached to this report.

**b. Critical Areas Report – Additional Provisions - LUC 20.25H.145:**

Modifications to geologic hazard critical areas and critical area buffers shall only be approved if the Director determines that the modification:

**1) Will not increase the threat of the geological hazard to adjacent properties over conditions that would exist if the provisions of this part were not modified;**

Finding: The applicant has obtained the services of a geotechnical engineering consultant, AES, who has evaluated if any impacts to the slope are anticipated. The geotechnical report states that the slopes are stable and no impacts to slope stability are expected.

**2) Will not adversely impact other critical areas;**

Finding: No other critical areas exist on this site. As a condition of approval of the Clear and Grade permit, the applicant will designate the identified steep slopes as critical areas along with AES's reduced toe and top of slope setbacks of 10 feet to maintain them in perpetuity. See Section X for related condition.

**3) Is designed so that the hazard to the project is eliminated or mitigated to a level equal to or less than would exist if the provisions of this part were not modified;**

Finding: The applicant has obtained the services of a licensed geotechnical engineer to assist in project design and to ensure that the project will not impact the adjacent slopes. AES has provided construction recommendations that the Building Department will evaluate during its review of the proposal.

**4) Is certified as safe as designed and under anticipated conditions by a qualified engineer or geologist, licensed in the state of Washington;**

Finding: See geotechnical report of record (available in the project file).

**5) The applicant provides a geotechnical report prepared by a qualified professional demonstrating that modification of the critical area or critical area buffer will have no adverse impacts on stability of any adjacent slopes, and will not impact stability of any existing structures. Geotechnical reporting standards shall comply with requirements developed by the Director in City of Bellevue Submittal Requirements Sheet 25, Geotechnical Report and Stability Analysis Requirements, now or as hereafter amended;**

Finding: See geotechnical report of record (available in the project file).

**6) Any modification complies with recommendations of the geotechnical support with respect to best management practices, construction techniques or other recommendations; and**

Finding: See geotechnical report of record (available in the project file).

**7) The proposed modification to the critical area or critical area buffer with any associated mitigation does not significantly impact habitat associated with species of local importance, or such habitat that could reasonably be expected to exist during the anticipated life of the development proposal if the area were regulated under this part.**

Finding: This site does not provide a significant source of habitat to species of local importance given the nature of its use as a transit facility per the Watershed Company's analysis.

#### **IV. PUBLIC NOTICE AND COMMENT DATES**

To date, no written correspondence has been received for this project.

##### BSD Held Public Meeting

The BSD conducted a public meeting on August 9, 2012, at their maintenance facility. The meeting was well attended. The BSD's consultants addressed neighborhood questions regarding vehicular access, parking, and architectural design of the facility.

##### City Held Public Meeting

The City of Bellevue held a public meeting on November 1, 2012. There were two members from the public at the meeting along with the BSD and its design team. Questions were raised about SEPA and the District's environmental review process. Questions were also raised about timelines and coordination with the City's 120<sup>th</sup> Avenue NE project. City staff, the District and its consultants responded to these inquiries.

#### **V. TECHNICAL REVIEW**

##### **A. Clearing & Grading**

The Clearing & Grading Division has reviewed the proposal and will conduct a more detailed review under the clearing & grading permit application.

##### **B. Utilities**

The Utilities Department reviewed the conceptual design only. Changes to the site layout may be required to accommodate the utilities after utility engineering is approved. All design review, plan approval, and field inspection shall be performed under the Developer Extension Agreements. See Section X for conditions. At the time of writing this staff report, the applicant had submitted the required Developer Extension Agreements for water and storm.

## **C. Transportation**

### **Long-Term Impacts and Mitigation**

Gibson Traffic Consultants, a consultant for the School District, submitted a document entitled Bellevue School District Transportation Facility Traffic Impact Analysis, dated October 2012. That document examined the existing and proposed building square footage, the existing and proposed number of employees at the site, the purpose of the site, and traffic volume counted in and out of the site on Thursday, May 31, 2012; and reached the following conclusions:

- The number of employees and number of buses at the site is expected to remain constant; therefore, trip generation at the site is not expected to change.
- The counted trip generation is 110 vehicles in the AM peak hour (64 in and 46 out), and 99 vehicles in the PM peak hour (39 in and 60 out).

Based on the information above, no long-term traffic mitigation is required, and no traffic impact fee is required. A copy of the Bellevue School District Transportation Facility Traffic Impact Analysis is included in the Transportation Department's file for this development.

### **Mid-Range Impacts and Mitigation**

Concurrency testing is a computer modeling analysis of the mid-range impacts of a proposed development. However, the Traffic Standards Code (BCC 14.10.020) indicates that concurrency testing only applies to proposed developments that will generate at least 30 net new PM peak hour trips. Since this development is not expected to generate any increase in traffic, concurrency testing is not required.

### **Short-Term Operational Impacts and Mitigation**

Since the proposed development will not generate any increases in traffic, the city will not require any street frontage improvements to mitigate traffic impacts. However, the School District has voluntarily proposed to revise the driveway approach at this site, and to install sidewalk improvements along NE 5<sup>th</sup> Street on the frontage of this site and on the frontage of adjacent property to the east that is also owned by the School District. Such revisions must meet the Transportation Department's design standards, and must comply with the requirements of the Americans with Disabilities Act. No Transportation Management Program (TMP) will be required per BCC 14.60.070, since the new building will be less than 30,000 square feet.

### **Site Access**

Access to the proposed project will be provided via a single driveway on NE 5<sup>th</sup> Street, in approximately the same location as the existing driveway. The driveway will be designed to accommodate the turning movements of school buses. Full right and left turning movements will initially be allowed; however the Transportation Development Code (BCC 14.60.150 I) indicates that left turns to or from any driveway may be restricted in the future if a hazardous situation occurs. Note that on-street loading will not be allowed.

### **Street Frontage Improvements**

Since the proposed development will not generate any increases in traffic, the city will not require street frontage improvements to mitigate traffic impacts. However, the School District has voluntarily proposed to revise the driveway approach at this site, and to install sidewalk improvements along NE 5<sup>th</sup> Street on the frontage of this site and on the frontage

of adjacent property to the east that is also owned by the School District. The design of the improvements within the street right of way or within a sidewalk easement or driveway approach area must conform to the requirements of the Americans with Disabilities Act, the Transportation Development Code (BCC 14.60), and the Transportation Department Design Manual.

1. The Americans with Disabilities Act (ADA) requires that sidewalk cross slopes not exceed two percent. Bellevue's standard for curb height is six inches, except where curb ramps are needed. The engineering plans must comply with these requirements, and must show adequate details, including spot elevations, to confirm compliance. New curb and sidewalk shall be constructed in compliance with these requirements. ADA also requires provision of a consistent travel path for visually handicapped pedestrians. Potential tripping hazards are not allowed in the main pathway. ADA-compliant curb ramps shall be installed where needed, consistent with standard drawings TE-12, TE-13, or appropriate details from WSDOT standards, or approved variations thereto.
2. The design and appearance of the curb, gutter, and sidewalk on NE 5<sup>th</sup> Street shall comply with the standards and drawings in the Transportation Department Design Manual, including standard drawings TE-10 and TE-11.
3. The driveway on NE 5<sup>th</sup> Street shall have an approach width, curb radii, and grade that can accommodate the turning movements of school buses. The specific width, radii, and grade will be determined in the final engineering plans for the project.
4. Vehicle and pedestrian sight distance triangles required by the Transportation Development Code (BCC 14.60.240 and 241) must be achieved in both directions at the driveway. Trimming of some vegetation may be needed. If full compliance is not possible due to topographic features, then modifications of the sight triangles are allowed per BCC 14.60.240 B.1.
5. Any curb, gutter, and sidewalk installation on NE 5<sup>th</sup> Street to the east of the Bus Maintenance Facility frontage must be consistent with the city's plans to install a traffic calming feature located approximately 500 feet east of 120<sup>th</sup> Avenue.
6. The painted fog line across the existing driveway on the south side of NE 5<sup>th</sup> Street shall be replaced or restored as needed across the new driveway in order to guide eastbound traffic on NE 5<sup>th</sup> past the area where the curb alignment is offset.
7. No new utility vaults that serve only one development will be allowed within a public sidewalk. Vaults serving a broader public purpose may be located within a public sidewalk.
8. No fixed objects, including fire hydrants, trees, and streetlight poles, are allowed within ten feet of a driveway edge within the right of way or sidewalk easement area. Fixed objects are defined as anything with breakaway characteristics stronger than a 4-inch by 4-inch wooden post.
9. No new overhead utility lines will be allowed within or across any right of way or sidewalk easement. Existing overhead lines are generally required to be relocated underground, but since street frontage improvements for this development are

voluntary, the School District will not be directly required to underground existing overhead lines. However, specific requirements for utility undergrounding may apply to the right of way use permits issued to franchise utility companies.

### **Easements**

The applicant shall provide sidewalk and utility easements to the City as needed to encompass the full required width of any sidewalks located outside the city right of way fronting this site. Any utility easements contained on this site which are affected by this development must be identified. Any negative impact that this development has on those easements must be mitigated or easements relinquished.

### **Right of Way Dedication**

To incorporate proposed street revisions, if necessary, the developer is required to dedicate property such that street surface to back of curb is accommodated within the public right of way.

### **Use of the Right of Way During Construction**

Applicants often request use of the right of way and of pedestrian easements for materials storage, construction trailers, hauling routes, fencing, barricades, loading and unloading and other temporary uses as well as for construction of utilities and street improvements. A Right of Way Use Permit for such activities must be acquired prior to issuance of any construction permit including demolition permit. Sidewalks may not be closed except as specifically allowed by a Right of Way Use Permit.

### **Pavement Restoration**

The City of Bellevue has established the Trench Restoration Program to provide developers with guidance as to the extent of resurfacing required when a street has been damaged by trenching or other activities. Under the Trench Restoration Program, every street in the City of Bellevue has been examined and placed in one of three categories based on the street's condition and the period of time since it has last been resurfaced. These three categories are, "No Street Cuts Permitted," "Overlay Required," and "Standard Trench Restoration." Each category has different trench restoration requirements associated with it. Damage to the street can be mitigated by placing an asphalt overlay well beyond the limits of the trench walls to produce a more durable surface without the unsightly piecemeal look that often comes with small strip patching. Near this project, NE 5<sup>th</sup> Street has been classified as "Overlay Required." Any cutting of the paved street surface or restoration of pavement damaged during the construction process will require a grind and overlay at least 50 feet long for the full width of any affected lane. Exact requirements for trench and pavement restoration will be stated in the right of way use permit for this project.

### **C. Building Division**

This proposal contains different phases of construction activities. The owner shall be required to work with the selected contractor to determine how construction patterns and staging will take place on the site. The owner and contractor must also address how occupants will be protected as demolition and construction activities take place from one area to another. Construction work areas and staging areas must be isolated from occupied areas of the site and from egress routes leading from those occupied areas to the public way. To address these issues, the owner and selected contractor are required to submit a phasing plan for review and approval by the City before each phase change in construction that effects fire access or occupants ingress/egress. This information should

be part of the bid package to inform the selected contractor of the phasing responsibilities and occupant protection issues. Additionally, phased construction and simultaneous occupancy of adjacent areas must be **APPROVED** by the City of Bellevue **BEFORE** such conditions can be permitted. A fire/life safety plan shall be submitted for the project immediately upon notice of award of contract (IBC/IFC).

The Building Division has approved the conceptual design for this proposal. All plan review and field inspection will be performed under the required building permits for this project. See Section X for related condition.

**E. Fire**

The Fire Department has reviewed and approved this proposal. Formal Fire review will occur under subsequent building and fire permits for this proposal.

**VI. STATE ENVIRONMENTAL POLICY ACT (SEPA)**

The BSD is a State agency with SEPA jurisdiction which permits them to complete environmental determinations. The BSD has chosen to exercise this right for this project. A Determination of Non-Significance (DNS) was issued on August 10, 2012, with an appeal period ending August 28, 2012. A copy of this DNS is available within the project file.

Staff reviewed the submitted DNS that was issued by the BSD for this project and concurs with its issuance. No additional comment or appeal period is available on the issued DNS as part of the City's Administrative Amendment, Design Review or Critical Areas Land Use permit approvals for this project.

**VII. CHANGES TO PROPOSAL DUE TO CITY REVIEW**

**A. Building Design**

**1. Building Height**

Building height was incorrectly measured for both Land Use and Building. The applicant was asked to correct measurements to fulfill Land Use measurement requirements from average existing grade while Building required measurement from the designated grade plane. This has been modified by the BSD.

**2. Building Color**

The primary building color originally proposed was yellow. Staff had concerns about the weathering of this color over time and maintenance. The design team modified the yellow color in favor of a warm copper hue which complements the northwest colors chosen for this project.

**B. Site Design**

**1. Placement of Ancillary Equipment**

The Fire Department required that the BSD relocate the fire department connection.

**2. Landscaping**

More information was required regarding site landscaping. The initial submittal was very preliminary in nature. Information regarding code requirements for tree retention,

parking lot landscaping and landscaping throughout the site was required. Formal request for an ALO for parking lot landscaping and the replanting of the critical areas slope was required. Staff has reviewed the landscape architects ALO request and updated landscape plans and find them acceptable to fulfill LUC requirements.

## **VIII. DECISION CRITERIA**

### **A. ADMINISTRATIVE AMENDMENT**

The Director may approve, or approve with modifications, an application for an Administrative Amendment (LUC 20.30B.175.D):

#### **1. The administrative amendment maintains the design intent or purpose of the original approval; and**

Finding: The submitted proposal continues the original use of this site by the BSD as a transit maintenance facility. The modernization of this facility allows the BSD to upgrade these facilities since the initial construction in 1960.

#### **2. The amendment maintains the quality of design or product established by the original approval; and**

Finding: As conditioned, the proposal is compatible with and responds to the existing/ intended character, appearance, quality of development and physical characteristics of the subject property and vicinity. The proposed building will maintain the same number of parking stalls for this facility given its specialized use as the transit function for the BSD. A majority of the facility will be screened uphill from the adjacent BSD offices located on the terrace above. The presence of this building will provide a modicum of screening for this proposal. The proposed building colors and materials will complement adjacent office/commercial uses in the vicinity of this site. Refer to discussion of site and building design in Sections II and III of this report.

#### **3. The administrative amendment is not materially detrimental to uses or property in the immediate vicinity of the subject property.**

Finding: The administrative amendment is conditioned to address various issues as noted in Section VIII.A. As conditioned, the proposed administrative amendment will not be materially detrimental to uses or property in the immediate vicinity due to its placement on the western portion of the site and its proposed design.

### **B. ESSENTIAL PUBLIC FACILITY**

In addition to the decision criteria applicable to any permit required to construct or modify the EPF, the City may approve, or approve with modifications, a proposal to construct or modify an EPF if:

#### **1. The location and design are consistent with any planning document under which the proposing agency, special district or organization operates, as determined by the person or body having authority to interpret such document;**

Finding: This proposal continues operation of the current transit facility that is operated by the BSD. They have operated in this location since 1960. The location and design of this transit maintenance facility is consistent with the present use.

**2. The location, design, use and operation of the EPF complies with any applicable guidelines, rules, regulations or statutes adopted by state law, or any agency or jurisdiction with authority;**

Finding: The proposal, as designed, will comply with applicable operating guidelines for the BSD to operate this facility. Furthermore, it will conform to the requirements of applicable Bellevue City Codes.

**3. A building which houses all or a majority of an EPF must be compatible with the architectural form of surrounding buildings. This requirement is not applicable to an EPF where significant elements of the facility are not housed in a building or to isolated minor elements such as utility meters;**

Finding: See Section III above for architectural compatibility with adjacent neighborhood.

**4. An EPF may be permitted in a Neighborhood Business or Residential Land Use District (R-1 through R-30), only if there is an operational or other need that requires locating in that district to achieve the purpose or function of the EPF;**

Finding: The BSD's transit facility is split zoned between Office and R-15 zoning districts. Transit facilities are permitted to be located in this land use district via a Conditional Use Permit. Since this is not a new use and has been in operation since 1960 this proposal qualified for the Administrative Amendment Process as it is a modification to a previously approved Conditional Use permit. No operational changes are proposed from its current use as a transit facility. Additionally, its location to the existing bus barn is a vital connection to how the BSD operates its fleet operations.

**5. The City may approve a request to exceed the height limit for the underlying land use district if the applicant demonstrates that:**

- a. The requested increase is the minimum necessary for the effective functioning of the EPF; and**
- b. Visual and aesthetic impacts associated with the EPF have been mitigated to the greatest extent technically feasible;**

Finding: The maximum building height for the Office zoning district in transition is 30 feet. The applicant is proposing a building height of 39 feet to accommodate the pitched roof form of the facility. Although this facility is over height, it is accommodated through the Transition bonus requirements (LUC 20.25B.040.3) which allows for a maximum height of 40 feet if a pitched roof form and no mechanical equipment is placed on the roof.

The site slopes down from east to west which locates the transit facility at the lowest topography of the site. Residential units that are on the uphill portion of this site to

the east will have screening from the BSD's existing office buildings on the east portion of the site. Furthermore, there is a vegetative screen along the western edge of the condominium units to the east that will provide additional buffering.

**6. If the City determines that the EPF is potentially dangerous to human life, appropriate protective measures may be required.**

Finding: The BSD's transit facility has not been deemed a hazard to human life. The BSD will comply with safe handling practices required by Fire and Building codes.

**C. DESIGN REVIEW**

The Director may approve, or approve with modifications, an application for Design Review if the following criteria are met (LUC 20.30F.145):

**1. The proposal is consistent with the Comprehensive Plan.**

This proposal is located within the Wilburton/NE 8<sup>th</sup> Street Subarea. The Comprehensive Plan designation for this split zoned parcel is Office/Multi-family—Medium which is consistent with the split zoned classifications of Office and R-15 for this property.

**Land Use Policies:**

**Policy LU-9**

*Maintain compatible use and design with the surrounding built environment when considering new development or redevelopment within an already developed area.*

Finding: The current use of this site as a transit support facility was allowed under a previous conditional use approval. The demolition and reconstruction continues this use as a support facility for the BSD to operate its transit responsibilities.

**Wilburton/NE 8<sup>th</sup> Street Subarea Policies:**

***Policy S-WI-1: Protect residential areas from impacts of other uses by maintaining the current boundaries between residential and non-residential areas.***

Finding: The BSD will maintain their existing capital offices on the R-15 portion of the site. No changes are proposed to this area. The adjacent multi-family units to the east of the property line contain vegetation to provide visual separate from this nonresidential use.

***Policy S-WI-21: The impacts of traffic and the building scale of non-residential uses (such as churches and schools) located in residential areas should be considered during development review.***

Finding: The BSD will maintain their existing accesses from NE 5<sup>th</sup> Street. As mentioned earlier in this report, this site is in transition from the multi-family portion of the site. See Section III.4.b for transition discussion.

***Policy S-WI-25: Improve local access, street system connectivity and traffic flow by providing additional east-west transportation connections, including an arterial street connection at NE 4th Street between 116th and 120th Avenues and HOV and***

*non-motorized access at NE 6th Street between Downtown and 120th Avenue NE.*

**Policy S-WI-27:** *Coordinate off-street biking and walking facilities with on-street walking and biking facilities to provide safe connections to destinations such as schools, parks, shopping, and transit service.*

**Policy S-WI-28:** *Improve arterial streets to provide enhanced pedestrian and bicycle access, safety and comfort throughout the non-residential areas of the subarea.*

Finding: Both the BSD and the City will improve NE 5<sup>th</sup> Street and 120<sup>th</sup> Avenue NE respectively as noted in Section V.C, Transportation.

#### **POLICY S-NB-32**

*Provide safe and adequate sidewalks on all Subarea arterials.*

Finding: Although not required, the BSD is providing frontage improvements along NE 5<sup>th</sup> Street to City standard. See Section V.C, Transportation for further discussion. Alternatively, the City's contractor will be responsible for modifying the frontage of 120<sup>th</sup> Avenue NE. The new arterial will contain sidewalks and other amenities for pedestrians walking in this area.

#### **Urban Design Policies:**

##### **Policy UD-4**

*Ensure that development relates, connects, and continues design quality and site functions from site to site.*

Finding: The transit facility has been designed in an L-configuration to present its most public face to the west along 120<sup>th</sup> Avenue NE. Adjacent commercial uses will have views of the western portion of the building which presents an office presence to the area. The proposed bus bays will face north but will be located along the southerly portion of the site to reduce their presence.

The overall scale and architectural detailing and colors will be complementary to adjacent residential, office and commercial uses. The redevelopment of 120<sup>th</sup> Avenue NE will increase pedestrian amenities along this streetscape with adequate connections for bus drivers to safely cross to pick up their buses.

##### **Policy UD-16**

*Exemplify the Pacific Northwest character through the retention of existing vegetation and through use of native plants in new landscaping. Encourage water conservation in landscape designs. **Discussion:** The addition of new landscaping is important to soften the urban environment and to replace older vegetation as it dies.*

Finding: Proposed landscaping throughout the site will combine ornamental and native species that will have a northwest character. Any mitigation plantings on the steep slopes will be required to use native vegetation to supplement the existing mature trees.

**2. The proposal complies with the applicable requirements of this Code.**

Finding: The proposal meets the requirements of the LUC as noted above in Section IV, Table 1. However, no information was provided regarding site lighting. In order to mitigate potential impacts to nearby neighborhoods and the proposed mixed-use development, the light sources shall be incorporated into the transit facility design so as not to provide light and glare and spillover. Lighting fixtures shall incorporate cutoff shields to minimize off-site impacts. See Section X for related condition.

**3. The proposal addresses all applicable design guidelines or criteria of this Code in a manner which fulfills their purpose and intent.**

Finding: As conditioned the proposal addresses all applicable design guidelines or criteria of this code in a manner which fulfills their purposed and intent. For more detail, refer to Section VI, Consistency with Land Use Code/Zoning Requirements, which includes discussion on the following applicable requirements:

- Dimensional requirements
- Landscape requirements
- Steep Slope Critical Areas
- Transition Area Design District
- Essential Public Facilities

**4. The proposal is compatible with and responds to the existing or intended character, appearance, quality of development and physical characteristics of the subject property and immediate vicinity.**

Finding: As conditioned, the project meets this criterion. Refer to discussion in Section II and III of this report.

**5. The proposal will be served by adequate public facilities including streets, fire protection, and utilities.**

Finding: As conditioned the proposal will be served by adequate public facilities, including streets, fire protection and utilities per Section V, technical review above.

**D. CRITICAL AREAS REPORT DECISION CRITERIA – PROPOSALS TO REDUCE REGULATED CRITICAL AREA BUFFER**

The Director may approve, or approve with modifications, a proposal to reduce the regulated critical area buffer on a site where the applicant demonstrates (LUC 20.25H.255):

**1. The proposal includes plans for restoration of degraded critical area or critical area buffer functions which demonstrate a net gain in overall critical area or critical area buffer functions.**

Finding: This proposal, as designed, will not lead to a further degradation of critical areas. The proposal will maintain an 11 foot setback from the toe of slope and the

new cast in place retaining wall. This area will be re-vegetated at the conclusion of construction activities to install native vegetation back in this area.

**2. The proposal includes plans for restoration of degraded critical area or critical area buffer functions which demonstrate a net gain in the most important critical area or critical area buffer functions to the ecosystem in which they exist.**

Finding: The applicant has submitted their landscaping plans for this site as attached to this approval per the L-sheets that have been reviewed and approved.

**3. The proposal includes a net gain in stormwater quality function by the critical area buffer or by elements of the development proposal outside of the reduced regulated critical area buffer.**

Finding: A net gain in stormwater function is expected to be achieved through enhanced site drainage and plant restoration with indigenous plant materials.

**4. Adequate resources to ensure completion of any required restoration, mitigation and monitoring efforts.**

Finding: No financial security device may be obtained for this proposal as this is a public facility.

**5. The modifications and performance standards included in the proposal are not detrimental to the functions and values of critical area and critical area buffers off-site.**

Finding: This proposal will not lead to the degradation of functions and values on critical areas or setbacks on adjacent property. The proposed work is designed to be limited to already impacted areas.

**6. The resulting development is compatible with other uses and development in the same land use district.**

Finding: The requested modifications are consistent with those commonly associated with nonresidential uses within residential land use districts. The applicant will be required to complete the proposed landscaping mitigations to enhance the critical slope with native plant materials.

#### **E. CRITICAL AREAS LAND USE PERMIT**

The Director may approve, or approve with modifications, an application for Critical Areas Land Use Permit if (LUC 20.30P.140):

**1. The proposal obtains all other permits required by the Land Use Code.**

Finding: In addition to a Critical Areas Land Use Permit, this decision includes Design Review approval and Administrative Amendment approval. Other required permits include a right-of-way use permit (for project-related hauling) and the usual construction permits such as a clearing and grading permit, utilities extension permit, building permit and the ancillary permits required during the construction (e.g. electrical, plumbing etc.).

**2. The proposal utilizes to the maximum extent possible the best available construction, design and development techniques which result in the least impact on the critical area and critical area buffer.**

Finding: The applicant proposes to remove the existing rockery/retaining wall in the center of this site. A new cast in place retaining wall will replace this structure. Heights will range from 2 to 10 feet tall. This retaining wall will be placed at the toe of slope with an 11 foot setback from ancillary uses such as the transformer, dumpsters, etc.

**3. The proposal incorporates the performance standards of Part 20.25H to the maximum extent applicable.**

Finding: The applicant has limited intrusion into critical slopes by providing an 11 foot toe of slope setback from the ancillary and building setbacks along the eastern side of this facility. The applicant will re-vegetate the area with native materials for ease of slope material maintenance.

**4. The proposal will be served by adequate public facilities including street, fire protection, and utilities.**

Finding: As conditioned by this decision, the proposal will be served by adequate public facilities, including streets, fire protection and utilities.

**5. The proposal includes a mitigation or restoration plan consistent with the requirements of LUC Section 20.25H.210.**

Finding: This decision includes a mitigation plan for the critical slope disturbance. The plan is consistent with the requirements of LUC Section 20.25H.010. See the Landscape Plan sheets L4.01 and TP0.01.

**6. The proposal complies with other applicable requirements of this code.**

Finding: As discussed in Section III of this report, the proposal complies with all other applicable requirements of the Land Use Code. The proposal will be subject to standard noise controls, per BCC 9.18. See Section X for related condition.

## IX. DECISION

After reviewing the proposal for consistency with the applicable requirements, standards and, policies, the Director hereby **APPROVE WITH CONDITIONS** the Design Review, Administrative Amendment, and Critical Areas Land Use Permit.

## X. CONDITIONS OF APPROVAL

The following conditions are imposed under authority referenced:

**NOTE – Vested Status of Critical Areas Land Use Permit Approval:** In accordance with LUC 20.30P.150 a Critical Areas Land Use Permit automatically expires and is void if the applicant fails to file for a Clearing and Grading Permit or other necessary development permits within one year of the effective date of the approval.

**NOTE – Vested Status of the Design Review and Administrative Amendment approvals:** The vested status of the Design Review and Administrative Amendment approval is per Land Use Code 20.40.500. Under Land Use Code 20.40.500, the vested status of the Design Review and Administrative Amendment approval shall expire two years from the date of the City's final decision, unless a completed building permit application is filed before the end of the two year term. Upon issuance of a building permit, the vested status of a land use permit or approval shall be automatically extended for the life of the project.

### COMPLIANCE WITH BELLEVUE CITY CODES AND ORDINANCES:

The applicant shall comply with all applicable Bellevue City Codes and Ordinances including but not limited to:

Clearing and Grading Code - BCC 23.76	Janney Gwo	425-452-6190
Bellevue Development Standards	Janney Gwo	425-452-6190
Transportation Code - BCC 14.60	Carl Wilson	425-452-4228
Trans. Development Review - BCC 22.16	Carl Wilson,	425-452-4228
Right-of-Way Use Permit - BCC 14.30	Tim Stever	425-425-4294
Bellevue Utilities Code - BCC Title 24	Don Rust	425-452-4856
Construction Codes - BCC Title 23	Mark Chang	425-452-6997
Structural Codes – BCC Title 23	Doug Beck	425-452-4563
Land Use Code (LUC) - BCC Title 20	A. Pratt	425-452-5374
Sign Code - BCC Title 22B	A. Pratt,	425-452-5374
Noise Control - BCC 9.18	A. Pratt	425-452-5374
Uniform Fire Code - BCC 23.11	Adrian Jones	425-452-6032

- A. GENERAL CONDITIONS:** The following conditions apply to all phases of development.

### **1. Construction Noise Hours**

Noise related to construction is allowed from 7:00 a.m. to 6:00 p.m. Monday through Friday and 9:00 a.m. to 6:00 p.m. on Saturday, except for Federal holidays and as further defined by the Bellevue City Code. Exceptions to the construction noise hours limitation contained in the Noise Control Code MAY be granted pursuant to 9.18.020C.1 when necessary to accommodate construction which cannot be undertaken during exempt hours. Written requests for exemption from the Noise Control Code must be submitted two weeks prior to the scheduled onset of extended hour construction activity.

Reviewer: Antoinette Pratt, (425) 452-5374

Authority: BCC 9.18.020.040

### **2. Preliminary Design, Utility Codes and Engineering Standards**

Utility review has been completed on the preliminary information submitted at the time of this application. The review of this application has no implied approvals for water, sewer and storm drainage components of the project. Final plan approval will occur under a Utility Extension Agreement which will be required for review and approval of the utility design. Submittal of the utility extension will coincide with future clearing and grading permit review. Final civil engineering may require changes to the site layout to accommodate the utilities.

Reviewer: Don Rust (425) 452-4856

Authority: BCC Title 24.02, 24.04, 24.06

### **3. PROVISIONS FOR LOADING**

The property owner shall provide an off-street loading space which can access a public street. On-street loading and unloading will not be permitted.

Reviewer: Carl Wilson, (425) 452-4228

Authority: LUC 20.20.590.K.4

**B. PRIOR TO CLEARING & GRADING (CG) PERMIT: The following conditions are imposed to ensure compliance with the relevant decision criteria and Code requirements and to mitigate adverse environmental impacts not addressed through applicable Code provisions. These conditions must be complied with on plans submitted with the Clearing & Grading or Demolition permit application:**

#### **1. Right-Of-Way Use Permit**

Prior to issuance of any construction or clearing and grading permit, the applicant shall secure applicable right-of-way use permits from the City's Transportation Department, which may include:

- a) Designated truck hauling routes.
- b) Truck loading/unloading activities.
- c) Location of construction fences.
- d) Hours of construction and hauling.
- e) Requirements for leasing of right of way or pedestrian easements.
- f) Provisions for street sweeping, excavation and construction.
- g) Location of construction signing and pedestrian detour routes.
- h) All other construction activities as they affect the public street system.

In addition, the applicant shall submit for review and approval a plan for providing pedestrian access during construction of this project. Access shall be provided at all times during the construction process, except when specific construction activities such as shoring, foundation work, and construction of frontage improvements prevents access. General materials storage and contractor convenience are not reasons for preventing access.

**The applicant shall secure sufficient off-street parking for construction workers before the issuance of a clearing and grading, building, a foundation or demolition permit.**

Reviewer: Tim Stever, Transportation Department, (425) 452-4294  
Authority: BCC 11.70 & 14.30

## **2. CIVIL ENGINEERING PLANS – TRANSPORTATION**

Civil engineering plans produced by a qualified engineer must be approved by the Transportation Department prior to issuance of the clearing and grading permit. The design of all street frontage improvements and driveway accesses must be in conformance with the requirements of the Americans with Disabilities Act, the Transportation Development Code, the Transportation Department Design Manual, and specific requirements stated elsewhere in this document. All relevant standard drawings from the Transportation Department Design Manual shall be copied exactly into the final engineering plans. Requirements for the engineering plans include, but are not limited to:

- a) Traffic signs and markings.
- b) Curb, gutter, sidewalk, and driveway approach design. (The engineering plans shall be the controlling document on the design of these features; architectural and landscape plans must conform to the engineering plans as needed.)
- c) Handicapped ramps and crosswalks as needed.
- d) Sight distance. (Show the required sight triangles and include any sight obstructions, including those off-site.)
- e) Location of fixed objects in the sidewalk or near the driveway approach.
- f) Trench restoration within any right of way or access easement.

Reviewer: Carl Wilson, (425) 452-4228.  
Authority: BCC 14.60, Transportation Department Design Manual, and Transportation Department Design Manual Standard Drawings

## **3. Critical Areas Recording with King County**

AES conducted a slope stability analysis of this area and determined that the existing slope is stable. It is their opinion that the 75 foot toe of slope setback may be reduced to 10 feet. Although work is not proposed east of this slope, they determined that the top of bank setback may be reduced to 10 feet as well. The top and toe slope determinations from AES should be noted on all construction plans.

Reviewer: Antoinette Pratt (425) 452-5374  
Authority: LUC 20.25H.120.B and C

**C. PRIOR TO BUILDING PERMIT (BP):** The following conditions are required by City Code. Unless specified otherwise below, these conditions must be complied with on plans submitted with the Building Permit application:

**1. Exterior Lighting**

In order to mitigate potential impacts to nearby neighborhoods and the proposed mixed-use development, the light sources shall be incorporated into the transit facility design so as not to provide light and glare and spillover. Lighting fixtures shall incorporate cutoff shields to minimize off-site impacts.

Reviewer: Antoinette Pratt (425) 452-5374  
Authority: LUC 20.20.522

**2. Existing Easements**

Any utility easements contained on this site which are affected by this development must be identified. Any negative impact that this development has on those easements must be mitigated or easements relinquished.

Reviewer: Tim Stever (425) 452-4294  
Authority: BCC 14.60.100

**3. Pedestrian Easements**

The applicant shall provide sidewalk and utility easements to the City such that sidewalks outside of the City right of way along the property frontage are located within a sidewalk and utility easement area.

Reviewer: Carl Wilson, (425)452-4228.  
Authority: BCC 14.60.100

**4. Dedication of Public Right-of-Way**

The applicant shall dedicate right of way to the City along the property frontage such that street improvements to and including the back of curb are located within the public right of way.

Reviewer: Carl Wilson, (425) 452-4228  
Authority: BCC 14.60.090

**5. Refuse Containers**

Dumpsters along with other ancillary functions such as transformers have not been sight screened from public view. Fencing shall be required of a similar material as the building body of the transit facility.

Reviewer: Toni Pratt, (425) 452-5374  
Authority: LUC 20.20.725

**6. Project Phasing/Pedestrian Movements**

This proposal contains different phases of construction activities. The owner shall be required to work with the selected contractor to determine how construction patterns and

staging will take place on the site. The owner and contractor must also address how occupants will be protected as demolition and construction activities take place from one area to another. Construction work areas and staging areas must be isolated from occupied areas of the site and from egress routes leading from those occupied areas to the public way.

To address these issues, the owner and selected contractor are required to submit a phasing plan for review and approval by the City before each phase change in construction that effects fire access or occupants ingress/egress. This information should be part of the bid package to inform the selected of the phasing responsibilities and occupant protection issues. Additionally, phased construction and simultaneous occupancy of adjacent areas must be **APPROVED** by the City of Bellevue **BEFORE** such conditions can be permitted. A fire/life safety plan shall be submitted for the project immediately upon notice of award of contract (IBC/IFC).

With the modification of 120<sup>th</sup> Avenue NE, pedestrian access will be modified. A new signal with a crosswalk will be installed at NE 6<sup>th</sup> Street. Bus drivers will have to walk north to NE 6<sup>th</sup> Street to actuate the pedestrian light to cross 120<sup>th</sup> Avenue NE to access the bus parking lot. However, during the construction period, contractors for the BSD and City will need to coordinate pedestrian movement across 120<sup>th</sup> Avenue to ensure bus driver safety.

Reviewer: Mark Chang, Building and Adrian Jones, Fire  
Authority: 2009 IBC Section 110.1 and Chapter 33

#### **D. PRIOR TO ISSUANCE OF ANY CERTIFICATE OF OCCUPANCY (CO)**

##### **1. Sign Permit Package**

The applicant shall submit a complete sign design package for City review and approval prior to the issuance of any occupancy permits for the building. All signs shall be an integral part of the architectural design and signs at or near the street shall be scaled to the pedestrian environment.

Reviewer: Antoinette Pratt, (425) 452-5374  
Authority: LUC 20.25A.110.B.7.a-c, BCC 22B.10 (Sign Code)

##### **2. Street Frontage Improvements**

All street frontage improvements and other required transportation elements must be constructed by the applicant per the approved plans or as directly by the Transportation Department inspector, with final and acceptance by the Transportation Department inspector.

Reviewer: Carl Wilson, (425) 452-4228  
Authority: BCC 14.60, Transportation Department Design Manual, and Transportation Department Design Manual Standard Drawings

##### **3. Pavement Restoration**

Pavement restoration associated with street frontage improvements or to repair damaged street surfaces shall be provided as follows: NE 5<sup>th</sup> Street is classified with the City's overlay program as "Overlay Required." Any cutting of the paved street surface or restoration of pavement damaged during the construction process will require a grind and

overlay at least 50 feet long for the full width of any affected lane. Exact requirements for trench and pavement restoration will be stated in the right of way use permit for this project.

Reviewer: Tim Stever (425) 452-4294

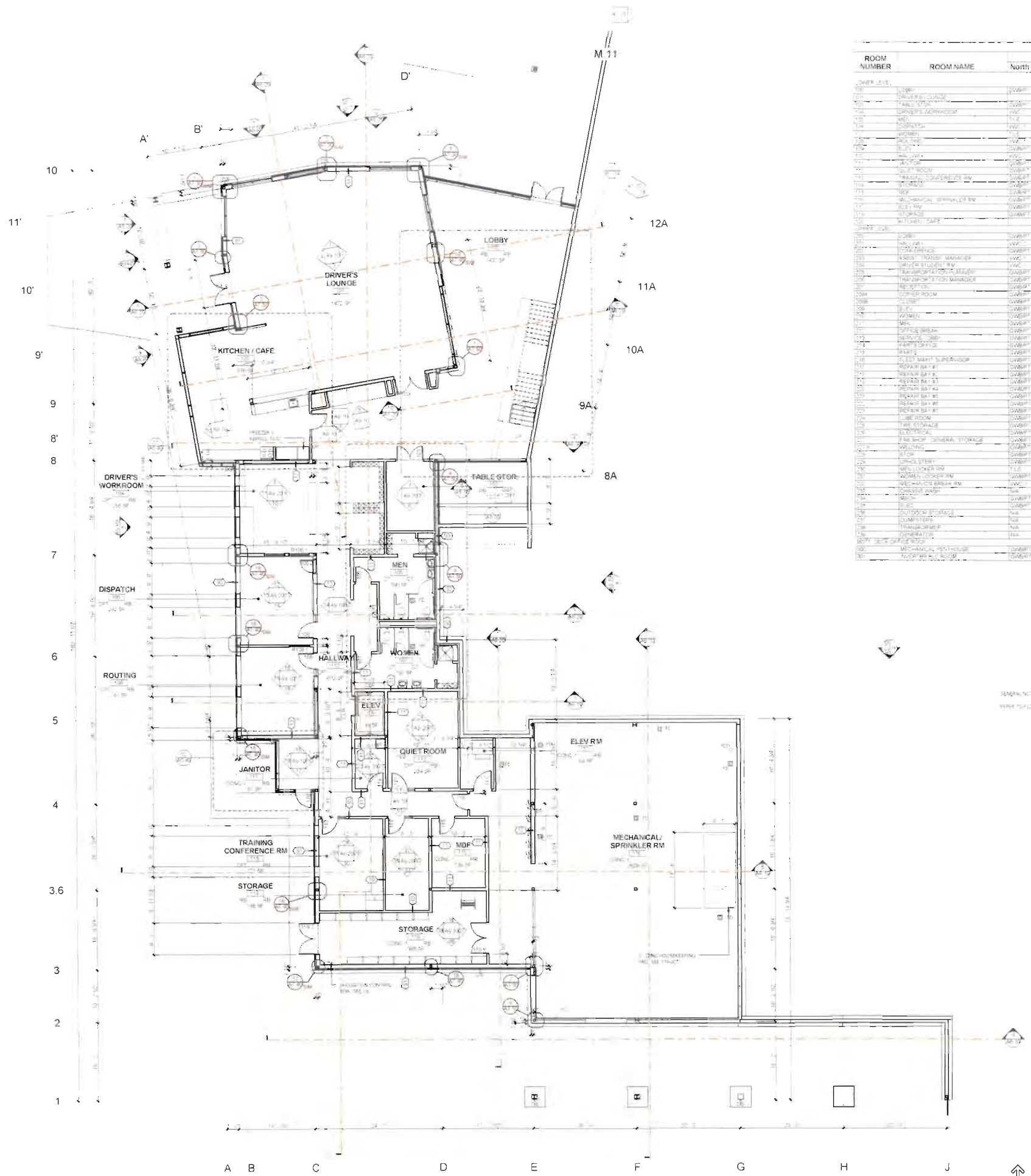
Authority: BCC 14.60. 250; Design Manual Design Standard #21

## **Attachments**

Plans and Drawings



NCAL  
11/18/18

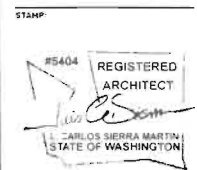


ROOM NUMBER	ROOM NAME	FINISH SCHEDULE					COMMENTS
		North Wall	East Wall	South Wall	West Wall	Ceiling	
101	LOBBY	GWART	GWART	GWART	GWART	ACF	
102	DRIVER'S LOUNGE	GWART	GWART	GWART	GWART	GWART	NO METAL CASSETS WITH BARS
103	DRIVER'S WORKROOM	GWART	GWART	GWART	GWART	GWART	
104	KITCHEN / CAFE	GWART	GWART	GWART	GWART	GWART	
105	DRIVER'S WORKROOM	GWART	GWART	GWART	GWART	GWART	
106	DRIVER'S LOUNGE	GWART	GWART	GWART	GWART	GWART	
107	DRIVER'S LOUNGE	GWART	GWART	GWART	GWART	GWART	
108	DRIVER'S LOUNGE	GWART	GWART	GWART	GWART	GWART	
109	DRIVER'S LOUNGE	GWART	GWART	GWART	GWART	GWART	
110	DRIVER'S LOUNGE	GWART	GWART	GWART	GWART	GWART	
111	DRIVER'S LOUNGE	GWART	GWART	GWART	GWART	GWART	
112	DRIVER'S LOUNGE	GWART	GWART	GWART	GWART	GWART	
113	DRIVER'S LOUNGE	GWART	GWART	GWART	GWART	GWART	
114	DRIVER'S LOUNGE	GWART	GWART	GWART	GWART	GWART	
115	DRIVER'S LOUNGE	GWART	GWART	GWART	GWART	GWART	
116	DRIVER'S LOUNGE	GWART	GWART	GWART	GWART	GWART	
117	DRIVER'S LOUNGE	GWART	GWART	GWART	GWART	GWART	
118	DRIVER'S LOUNGE	GWART	GWART	GWART	GWART	GWART	
119	DRIVER'S LOUNGE	GWART	GWART	GWART	GWART	GWART	
120	DRIVER'S LOUNGE	GWART	GWART	GWART	GWART	GWART	
121	DRIVER'S LOUNGE	GWART	GWART	GWART	GWART	GWART	
122	DRIVER'S LOUNGE	GWART	GWART	GWART	GWART	GWART	
123	DRIVER'S LOUNGE	GWART	GWART	GWART	GWART	GWART	
124	DRIVER'S LOUNGE	GWART	GWART	GWART	GWART	GWART	
125	DRIVER'S LOUNGE	GWART	GWART	GWART	GWART	GWART	
126	DRIVER'S LOUNGE	GWART	GWART	GWART	GWART	GWART	
127	DRIVER'S LOUNGE	GWART	GWART	GWART	GWART	GWART	
128	DRIVER'S LOUNGE	GWART	GWART	GWART	GWART	GWART	
129	DRIVER'S LOUNGE	GWART	GWART	GWART	GWART	GWART	
130	DRIVER'S LOUNGE	GWART	GWART	GWART	GWART	GWART	
131	DRIVER'S LOUNGE	GWART	GWART	GWART	GWART	GWART	
132	DRIVER'S LOUNGE	GWART	GWART	GWART	GWART	GWART	
133	DRIVER'S LOUNGE	GWART	GWART	GWART	GWART	GWART	
134	DRIVER'S LOUNGE	GWART	GWART	GWART	GWART	GWART	
135	DRIVER'S LOUNGE	GWART	GWART	GWART	GWART	GWART	
136	DRIVER'S LOUNGE	GWART	GWART	GWART	GWART	GWART	
137	DRIVER'S LOUNGE	GWART	GWART	GWART	GWART	GWART	
138	DRIVER'S LOUNGE	GWART	GWART	GWART	GWART	GWART	
139	DRIVER'S LOUNGE	GWART	GWART	GWART	GWART	GWART	
140	DRIVER'S LOUNGE	GWART	GWART	GWART	GWART	GWART	
141	DRIVER'S LOUNGE	GWART	GWART	GWART	GWART	GWART	
142	DRIVER'S LOUNGE	GWART	GWART	GWART	GWART	GWART	
143	DRIVER'S LOUNGE	GWART	GWART	GWART	GWART	GWART	
144	DRIVER'S LOUNGE	GWART	GWART	GWART	GWART	GWART	
145	DRIVER'S LOUNGE	GWART	GWART	GWART	GWART	GWART	
146	DRIVER'S LOUNGE	GWART	GWART	GWART	GWART	GWART	
147	DRIVER'S LOUNGE	GWART	GWART	GWART	GWART	GWART	
148	DRIVER'S LOUNGE	GWART	GWART	GWART	GWART	GWART	
149	DRIVER'S LOUNGE	GWART	GWART	GWART	GWART	GWART	
150	DRIVER'S LOUNGE	GWART	GWART	GWART	GWART	GWART	
151	DRIVER'S LOUNGE	GWART	GWART	GWART	GWART	GWART	
152	DRIVER'S LOUNGE	GWART	GWART	GWART	GWART	GWART	
153	DRIVER'S LOUNGE	GWART	GWART	GWART	GWART	GWART	
154	DRIVER'S LOUNGE	GWART	GWART	GWART	GWART	GWART	
155	DRIVER'S LOUNGE	GWART	GWART	GWART	GWART	GWART	
156	DRIVER'S LOUNGE	GWART	GWART	GWART	GWART	GWART	
157	DRIVER'S LOUNGE	GWART	GWART	GWART	GWART	GWART	
158	DRIVER'S LOUNGE	GWART	GWART	GWART	GWART	GWART	
159	DRIVER'S LOUNGE	GWART	GWART	GWART	GWART	GWART	
160	DRIVER'S LOUNGE	GWART	GWART	GWART	GWART	GWART	
161	DRIVER'S LOUNGE	GWART	GWART	GWART	GWART	GWART	
162	DRIVER'S LOUNGE	GWART	GWART	GWART	GWART	GWART	
163	DRIVER'S LOUNGE	GWART	GWART	GWART	GWART	GWART	
164	DRIVER'S LOUNGE	GWART	GWART	GWART	GWART	GWART	
165	DRIVER'S LOUNGE	GWART	GWART	GWART	GWART	GWART	
166	DRIVER'S LOUNGE	GWART	GWART	GWART	GWART	GWART	
167	DRIVER'S LOUNGE	GWART	GWART	GWART	GWART	GWART	
168	DRIVER'S LOUNGE	GWART	GWART	GWART	GWART	GWART	
169	DRIVER'S LOUNGE	GWART	GWART	GWART	GWART	GWART	
170	DRIVER'S LOUNGE	GWART	GWART	GWART	GWART	GWART	
171	DRIVER'S LOUNGE	GWART	GWART	GWART	GWART	GWART	
172	DRIVER'S LOUNGE	GWART	GWART	GWART	GWART	GWART	
173	DRIVER'S LOUNGE	GWART	GWART	GWART	GWART	GWART	
174	DRIVER'S LOUNGE	GWART	GWART	GWART	GWART	GWART	
175	DRIVER'S LOUNGE	GWART	GWART	GWART	GWART	GWART	
176	DRIVER'S LOUNGE	GWART	GWART	GWART	GWART	GWART	
177	DRIVER'S LOUNGE	GWART	GWART	GWART	GWART	GWART	
178	DRIVER'S LOUNGE	GWART	GWART	GWART	GWART	GWART	
179	DRIVER'S LOUNGE	GWART	GWART	GWART	GWART	GWART	
180	DRIVER'S LOUNGE	GWART	GWART	GWART	GWART	GWART	
181	DRIVER'S LOUNGE	GWART	GWART	GWART	GWART	GWART	
182	DRIVER'S LOUNGE	GWART	GWART	GWART	GWART	GWART	
183	DRIVER'S LOUNGE	GWART	GWART	GWART	GWART	GWART	
184	DRIVER'S LOUNGE	GWART	GWART	GWART	GWART	GWART	
185	DRIVER'S LOUNGE	GWART	GWART	GWART	GWART	GWART	
186	DRIVER'S LOUNGE	GWART	GWART	GWART	GWART	GWART	
187	DRIVER'S LOUNGE	GWART	GWART	GWART	GWART	GWART	
188	DRIVER'S LOUNGE	GWART	GWART	GWART	GWART	GWART	
189	DRIVER'S LOUNGE	GWART	GWART	GWART	GWART	GWART	
190	DRIVER'S LOUNGE	GWART	GWART	GWART	GWART	GWART	
191	DRIVER'S LOUNGE	GWART	GWART	GWART	GWART	GWART	
192	DRIVER'S LOUNGE	GWART	GWART	GWART	GWART	GWART	
193	DRIVER'S LOUNGE	GWART	GWART	GWART	GWART	GWART	
194	DRIVER'S LOUNGE	GWART	GWART	GWART	GWART	GWART	
195	DRIVER'S LOUNGE	GWART	GWART	GWART	GWART	GWART	
196	DRIVER'S LOUNGE	GWART	GWART	GWART	GWART	GWART	
197	DRIVER'S LOUNGE	GWART	GWART	GWART	GWART	GWART	
198	DRIVER'S LOUNGE	GWART	GWART	GWART	GWART	GWART	
199	DRIVER'S LOUNGE	GWART	GWART	GWART	GWART	GWART	
200	DRIVER'S LOUNGE	GWART	GWART	GWART	GWART	GWART	



CONSULTANT: SIERRA ARCHITECTS  
NAME: David L. Sierra  
ADDRESS: 1111 1st Avenue, Suite 1111  
PHONE: 206.461.1111  
FAX: 206.461.1111  
CONSULTANT: MICHAEL  
NAME: Michael  
ADDRESS: 1111 1st Avenue, Suite 1111  
PHONE: 206.461.1111  
FAX: 206.461.1111  
CONSULTANT: JAMES  
NAME: James  
ADDRESS: 1111 1st Avenue, Suite 1111  
PHONE: 206.461.1111  
FAX: 206.461.1111  
CONSULTANT: JAMES  
NAME: James  
ADDRESS: 1111 1st Avenue, Suite 1111  
PHONE: 206.461.1111  
FAX: 206.461.1111

Revision Schedule		
NO.	Date	Description

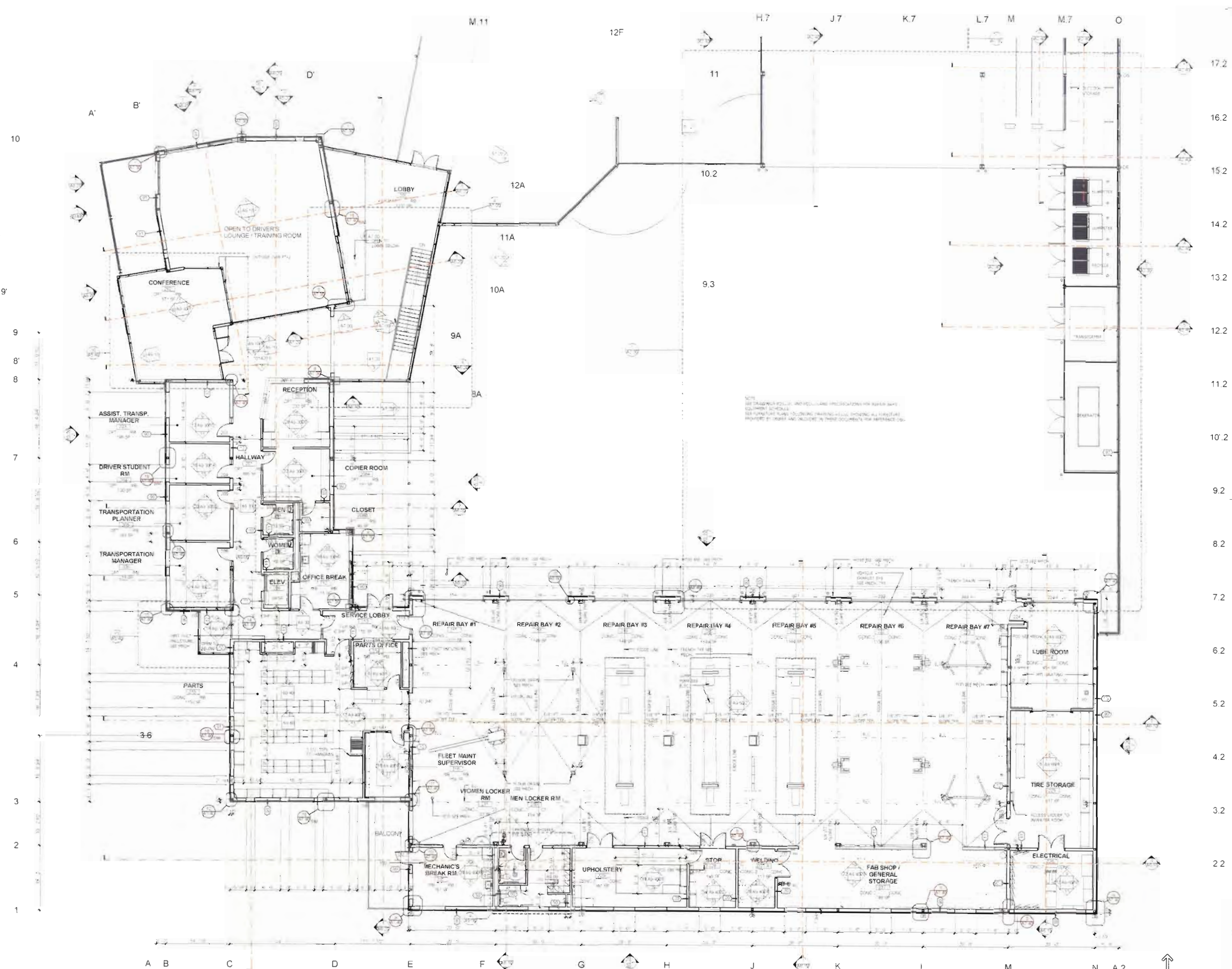


Bellevue School District  
Transportation Maintenance Facility

PROJECT NUMBER: 11-01  
ISSUE DATE: 11/11/11  
DRAWN BY: HMB  
CHECKED BY: JN

FLOOR PLAN - LOWER LEVEL - FINISH SCHEDULE

95% AND USE RESUBMITTAL  
A2:10  
SCALE: 1/8" = 1'-0"



1 UPPER FLOOR PLAN



CONSULTANT:  
NAME: Steve Martin  
ADDRESS: 1111 1st Ave  
PHONE: 206.465.1111  
FAX: 206.465.1112  
CONSULTANT:  
NAME: Steve Martin  
ADDRESS: 1111 1st Ave  
PHONE: 206.465.1111  
FAX: 206.465.1112  
CONSULTANT:  
NAME: Steve Martin  
ADDRESS: 1111 1st Ave  
PHONE: 206.465.1111  
FAX: 206.465.1112

Revision Schedule

NO.	Date	Description
-----	------	-------------

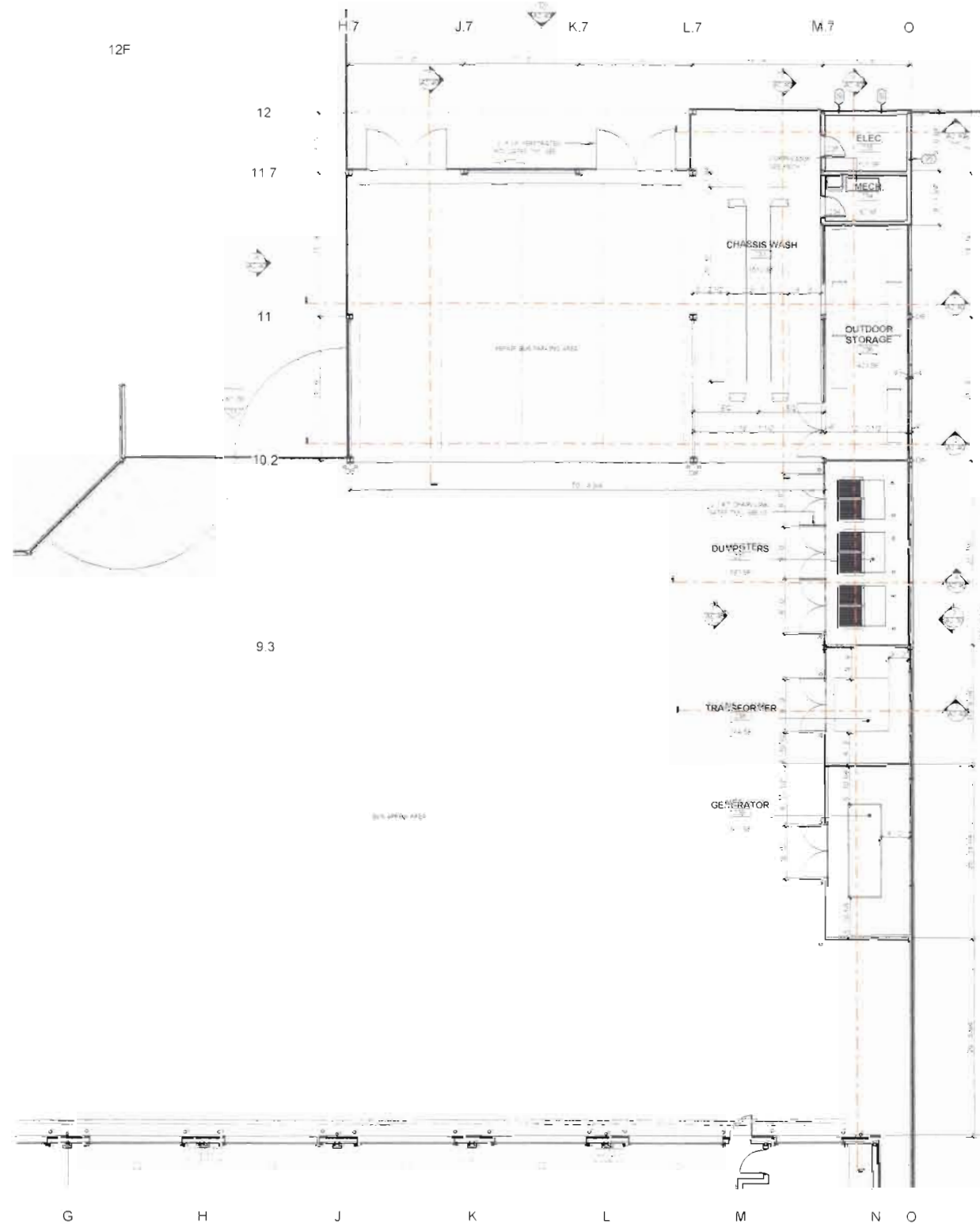


**Bellevue  
School District  
Transportation  
Maintenance  
Facility**

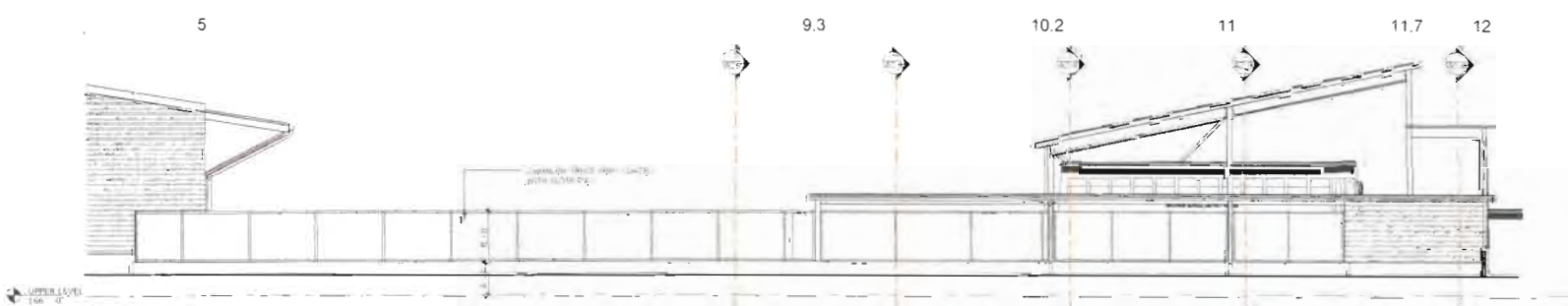
PROJECT NUMBER: 1111  
DATE: 11/11/11  
DRAWN BY: [Signature]  
CHECKED BY: [Signature]

**FLOOR PLAN -  
UPPER LEVEL**

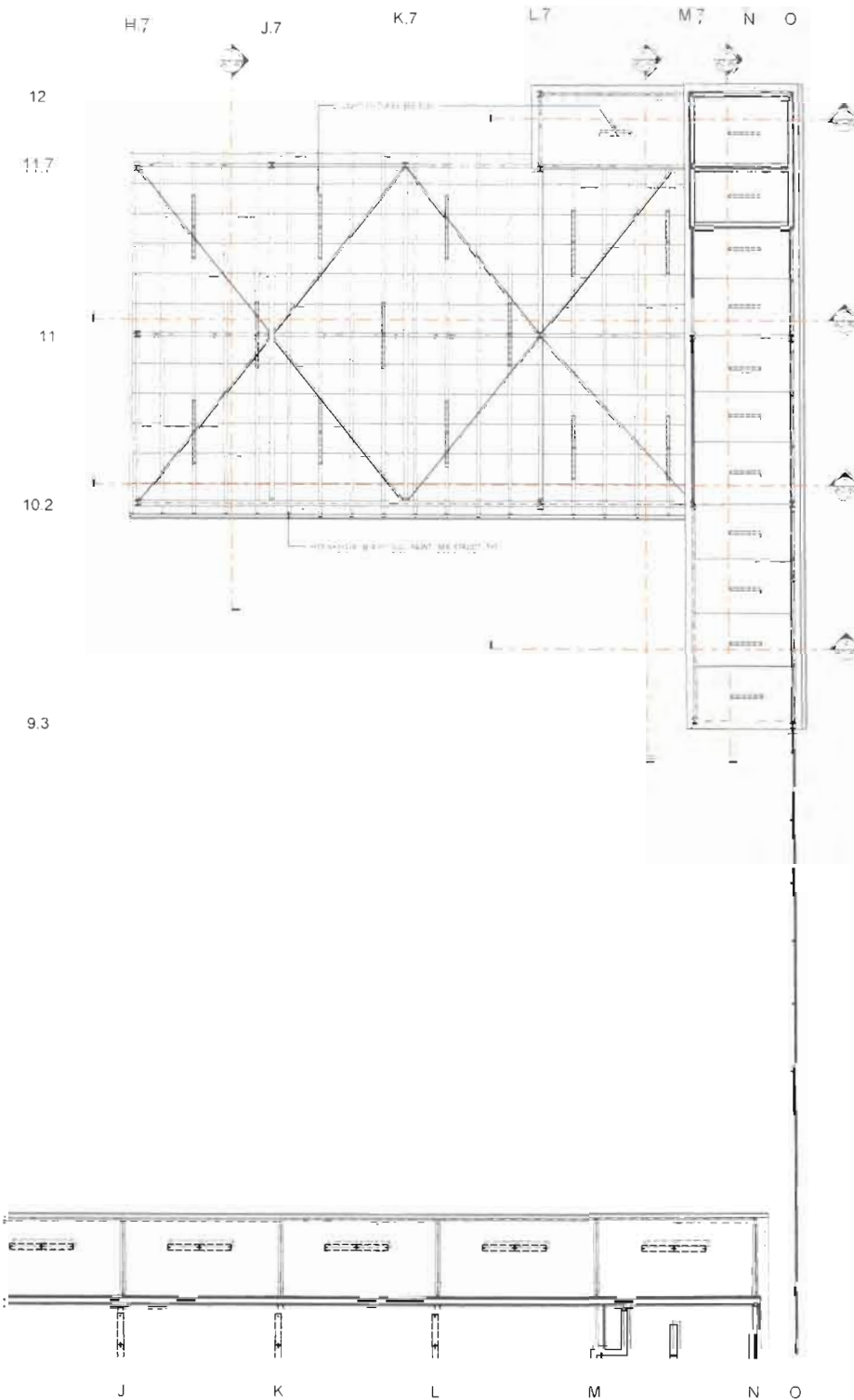
Received  
JAN 11 2013  
A2.20  
Permit Processing



① FLOOR PLAN - AUXILIARY AREA



③ CHASSIS WASH WEST ELEVATION



② REFLECTED CEILING PLAN - AUXILIARY AREA



CONSULTANT:  
NAME: CARLOS SIERRA MARTIN  
ADDRESS: 1111 15TH STREET, NW  
PHONE: (202) 462-1111  
FAX: (202) 462-1111  
CONSULTANT:  
NAME: CARLOS SIERRA MARTIN  
ADDRESS: 1111 15TH STREET, NW  
PHONE: (202) 462-1111  
FAX: (202) 462-1111  
CONSULTANT:  
NAME: CARLOS SIERRA MARTIN  
ADDRESS: 1111 15TH STREET, NW  
PHONE: (202) 462-1111  
FAX: (202) 462-1111

Revision Schedule  
No. Date Description



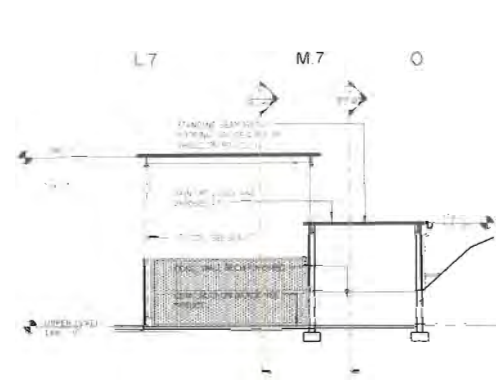
Bellevue School District  
Transportation Maintenance Facility

DATE: 11/11/08  
ISSUED BY: [Signature]  
DRAWN BY: [Signature]  
CHECKED BY: [Signature]

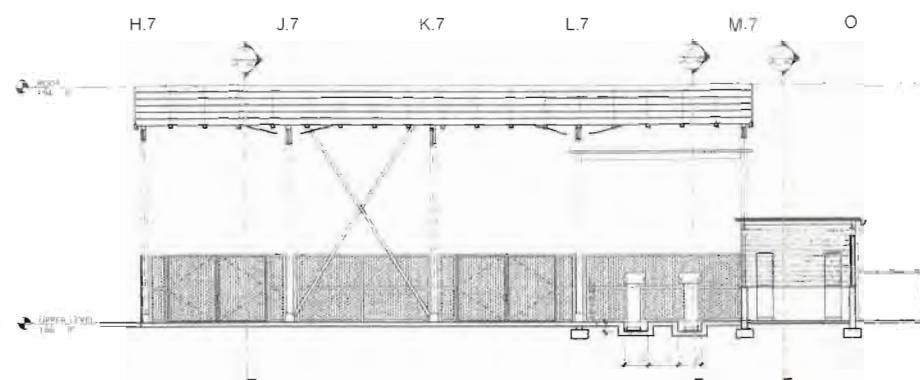
CHASSIS WASH BLDG

11/11/08

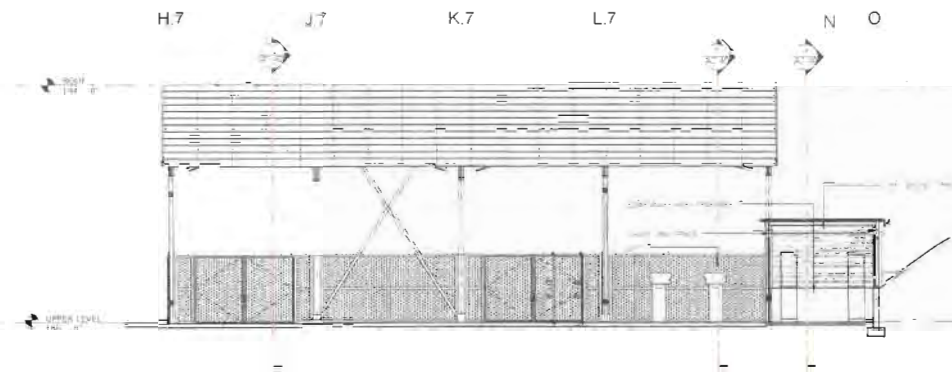
A2-30



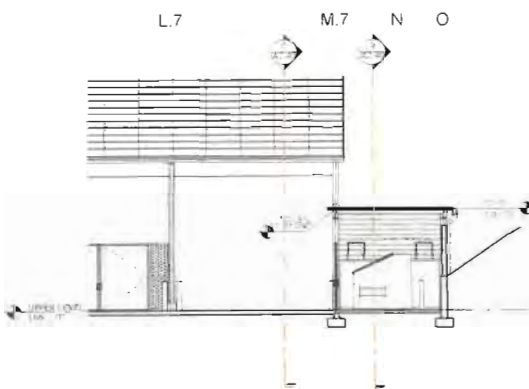
① CHASSIS / WASH SECTION AA  
SCALE: 1/4" = 1'-0"



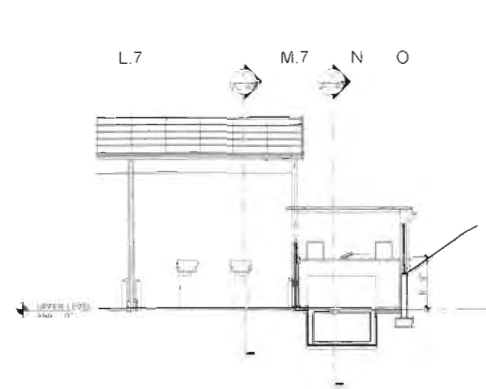
② CHASSIS WASH SECTION BB  
SCALE: 1/4" = 1'-0"



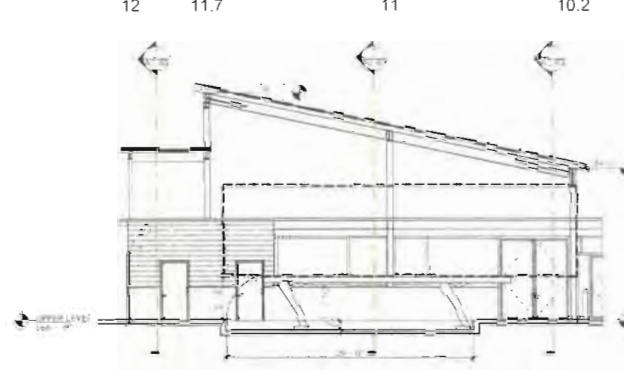
③ CHASSIS WASH SECTION CC  
SCALE: 1/4" = 1'-0"



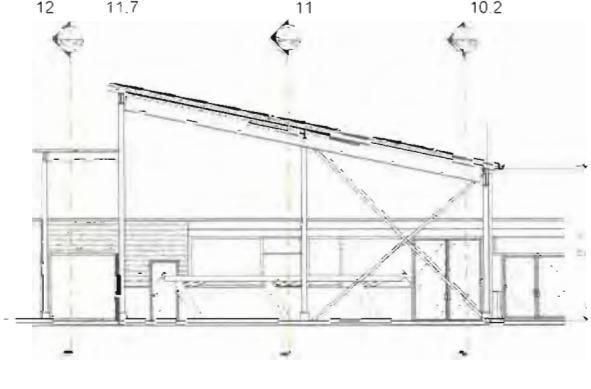
④ CHASSIS WASH SECTION DD  
SCALE: 1/4" = 1'-0"



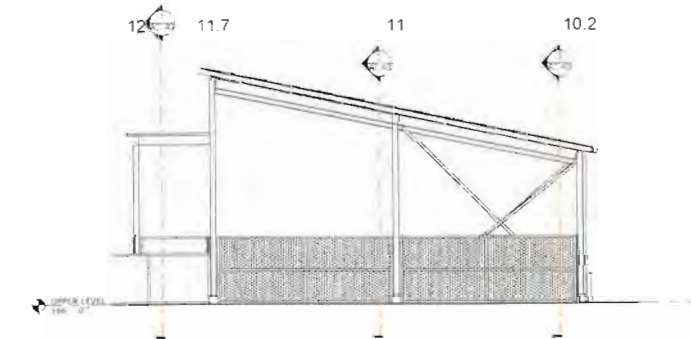
⑤ CHASSIS WASH SECTION EE  
SCALE: 1/4" = 1'-0"



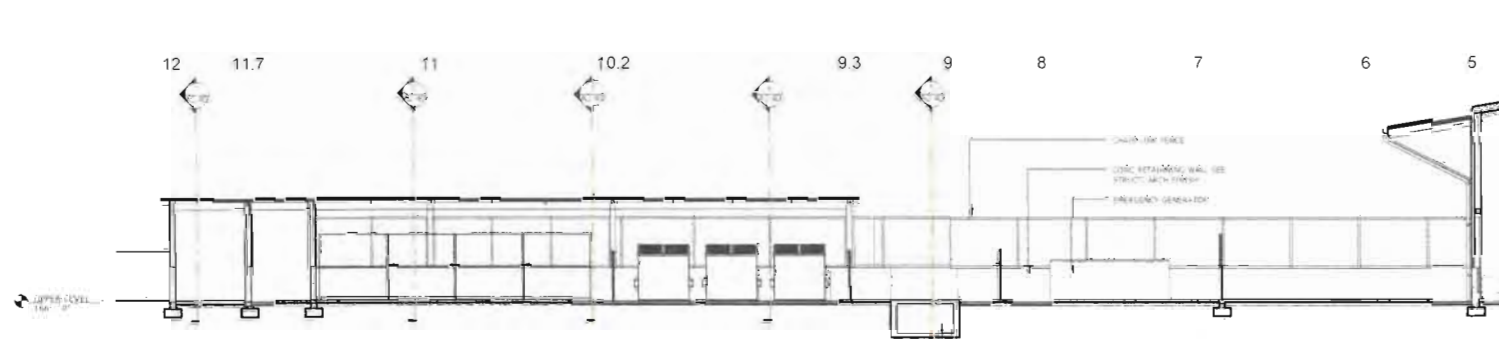
⑥ CHASSIS BLDG SECTION FF  
SCALE: 1/4" = 1'-0"



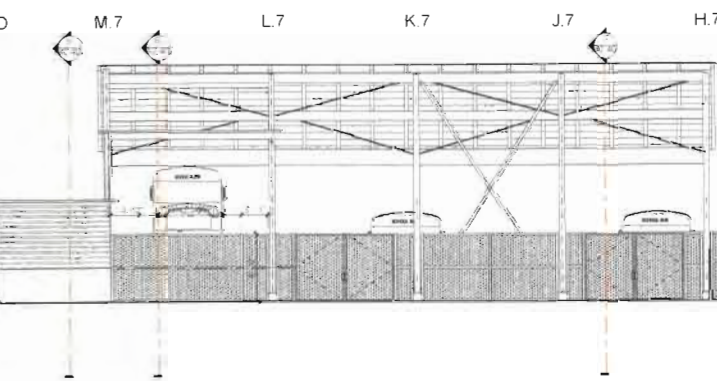
⑦ CHASSIS / WASH SECTION GG  
SCALE: 1/4" = 1'-0"



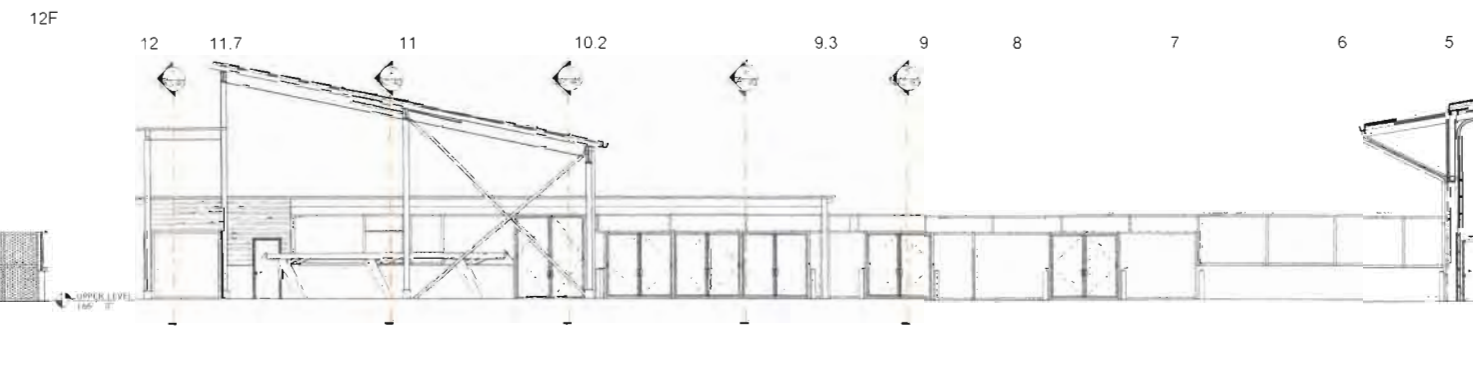
⑧ CHASSIS BLDG SECTION HH  
SCALE: 1/4" = 1'-0"



⑨ CHASSIS BLDG SECTION HH  
SCALE: 1/4" = 1'-0"



⑩ CHASSIS NORTH ELEVATION  
SCALE: 1/4" = 1'-0"



⑪ CHASSIS WEST ELEVATION  
SCALE: 1/4" = 1'-0"



11111 11111 11111  
11111 11111 11111  
11111 11111 11111  
11111 11111 11111

CONSULTANT:  
NAME: 11111 11111 11111  
ADDRESS: 11111 11111 11111  
PHONE: 11111 11111 11111  
FAX: 11111 11111 11111  
CONSULTANT:  
NAME: 11111 11111 11111  
ADDRESS: 11111 11111 11111  
PHONE: 11111 11111 11111  
FAX: 11111 11111 11111  
CONSULTANT:  
NAME: 11111 11111 11111  
ADDRESS: 11111 11111 11111  
PHONE: 11111 11111 11111  
FAX: 11111 11111 11111  
CONSULTANT:  
NAME: 11111 11111 11111  
ADDRESS: 11111 11111 11111  
PHONE: 11111 11111 11111  
FAX: 11111 11111 11111

Revision Schedule		
NO	DATE	DESCRIPTION

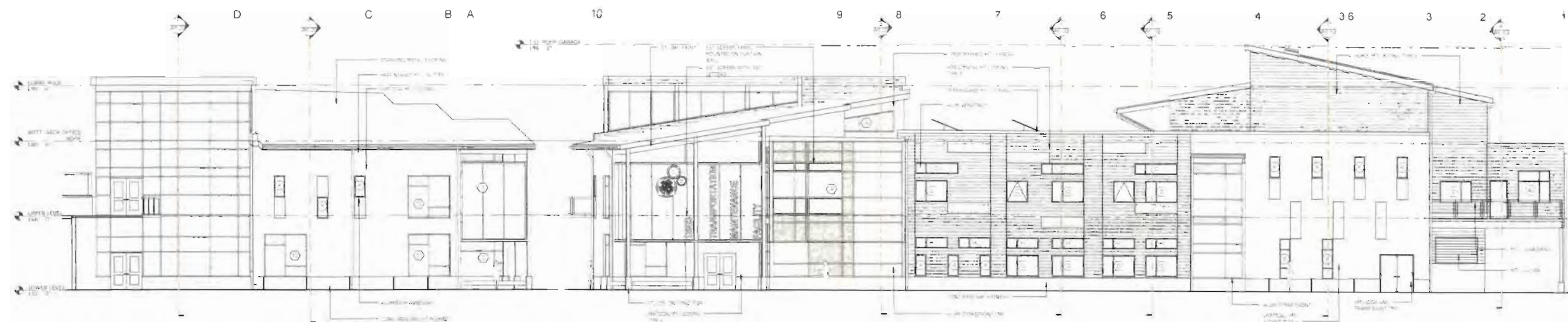


Bellevue  
School District  
Transportation  
Maintenance  
Facility

PROJECT NUMBER: 11111  
DATE: 11/11/11  
DRAWN BY: 11111  
CHECKED BY: 11111

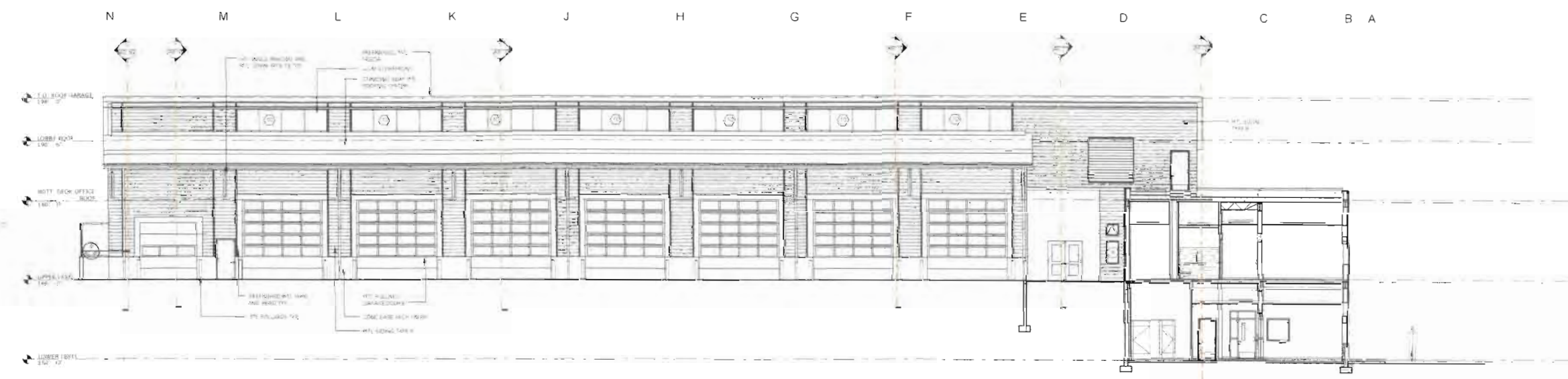
CHASSIS  
WASH  
SECTIONS &  
ELEVATIONS

A2.40

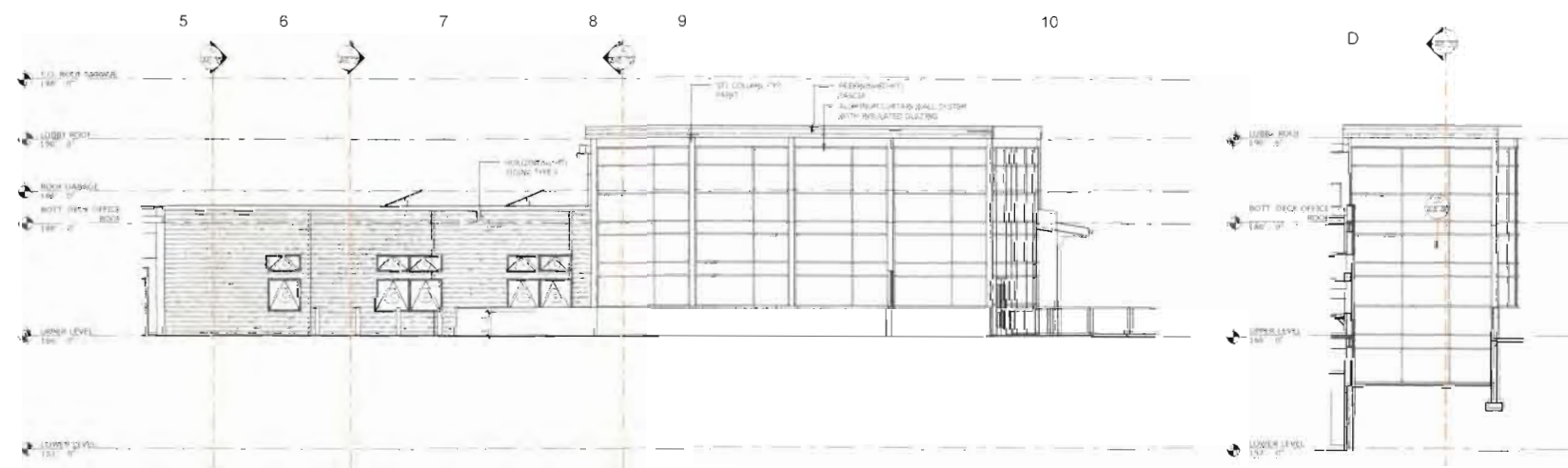


① NORTH ELEVATION - OFFICE

② WEST ELEVATION



③ NORTH ELEVATION - GARAGE



④ EAST ELEVATION - OFFICE

⑤ SOUTH ELEVATION - LOBBY



SHAW-WALKER  
ARCHITECTS

CONSULTANT:  
NAME: SHAW-WALKER  
ADDRESS: 211 1st Ave. N.  
PHONE: 425-455-1111  
FAX: 425-455-1112  
CONSULTANT:  
NAME: SHAW-WALKER  
ADDRESS: 211 1st Ave. N.  
PHONE: 425-455-1111  
FAX: 425-455-1112  
CONSULTANT:  
NAME: SHAW-WALKER  
ADDRESS: 211 1st Ave. N.  
PHONE: 425-455-1111  
FAX: 425-455-1112

Revision Schedule  
NO. Date Description



Bellevue  
School District  
Transportation  
Maintenance  
Facility

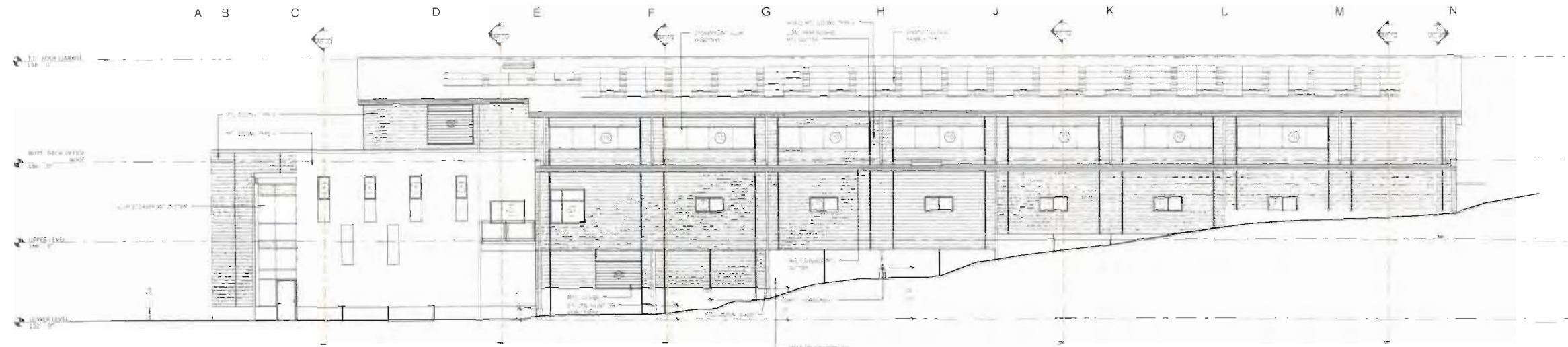
PROJECT NUMBER: 03-04  
DATE: 11/11/03  
DRAWN BY: CL  
CHECKED BY: CL

EXTERIOR  
ELEVATIONS

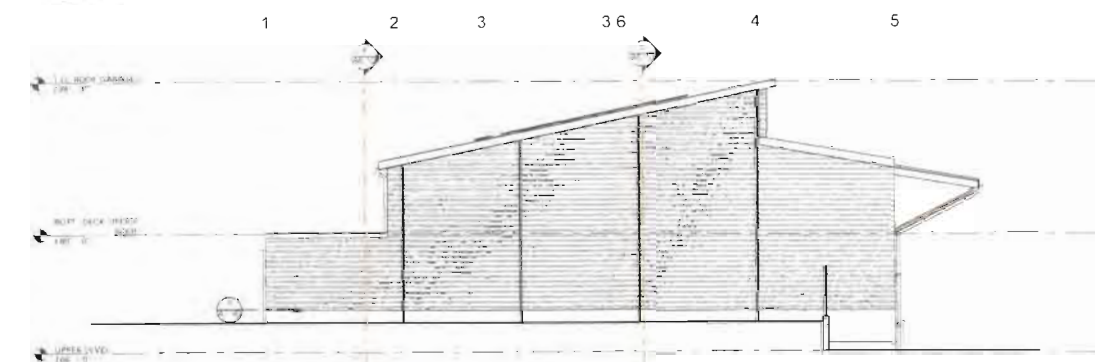
NOV 11 2003

A5.10

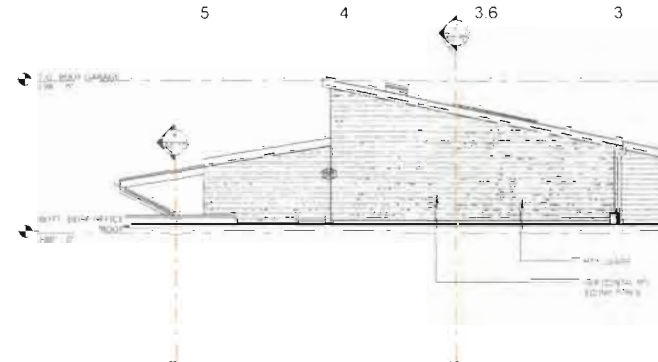
Perkins + Will



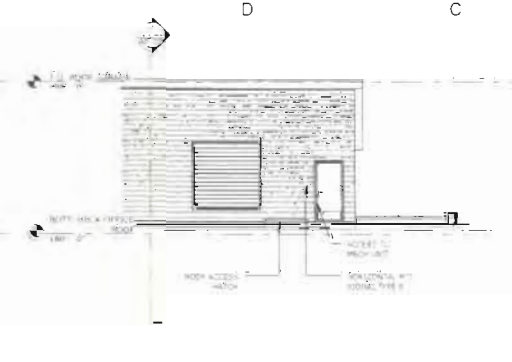
1 SOUTH ELEVATION



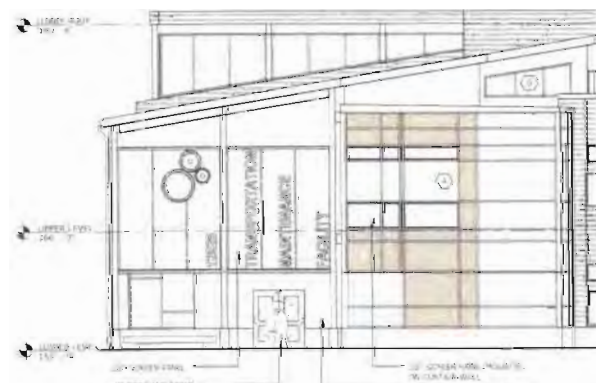
2 EAST ELEVATION - GARAGE



3 WEST ELEV. MECH PENTHOUSE



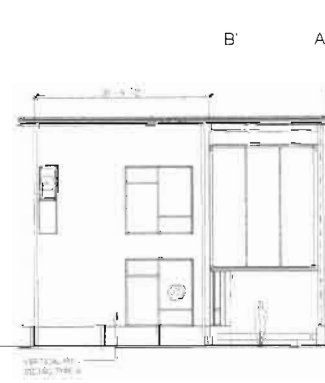
4 NORTH ELEV. MECH PENTHOUSE



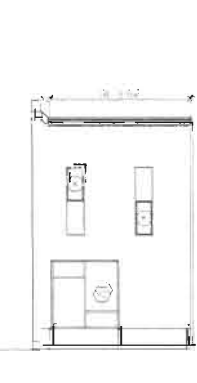
6 PARTIAL WEST ELEV A - DRIVER'S LOUNGE



5 PARTIAL WEST ELEV B - DRIVER'S LOUNGE B



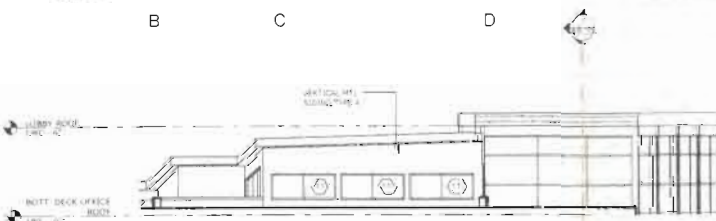
7 PARTIAL NORTH ELEV A DRIVER'S LOUNGE



8 PARTIAL NORTH ELEV. B - DRIVER'S LOUNGE



9 BUILDING SECTION - WEST



10 PARTIAL SOUTH ENTRY ELEVATION



CONSULTANT:  
NAME: Steve Martin  
ADDRESS: 1111 1st Ave, Ste 100  
City: Bellevue, WA 98004  
PHONE: (206) 454-1111  
FAX: (206) 454-1111  
CONSULTANT:  
NAME: Steve Martin  
ADDRESS: 1111 1st Ave, Ste 100  
City: Bellevue, WA 98004  
PHONE: (206) 454-1111  
FAX: (206) 454-1111

CONSULTANT:  
NAME: Steve Martin  
ADDRESS: 1111 1st Ave, Ste 100  
City: Bellevue, WA 98004  
PHONE: (206) 454-1111  
FAX: (206) 454-1111

Revision Schedule  
NO. Date Description



Bellevue  
School District  
Transportation  
Maintenance  
Facility

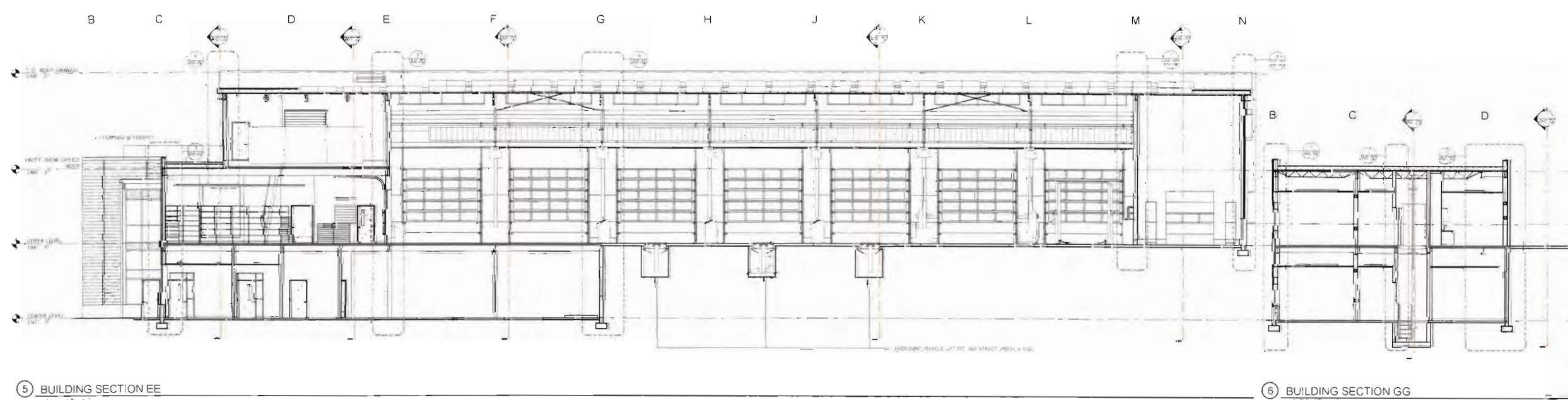
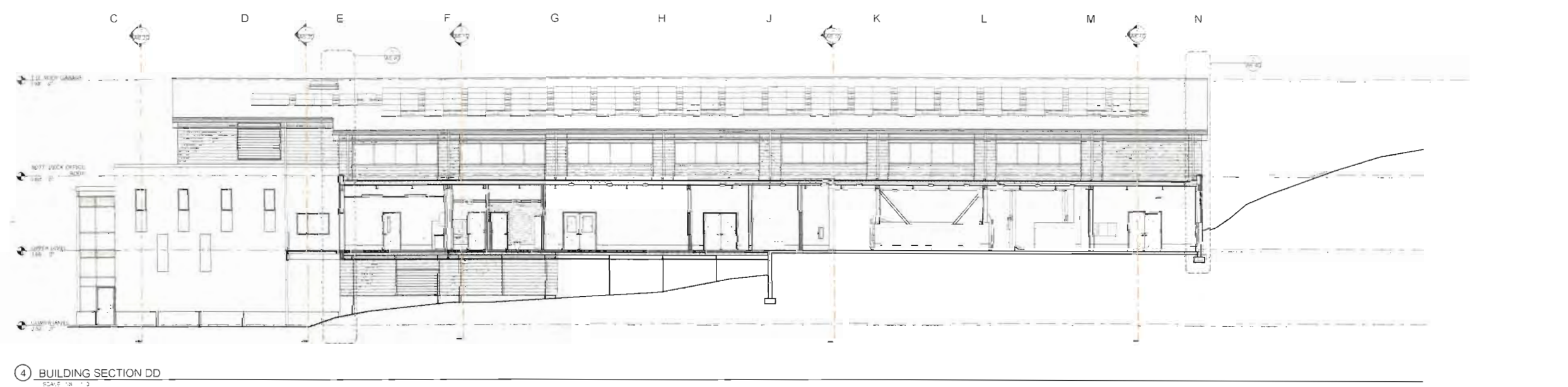
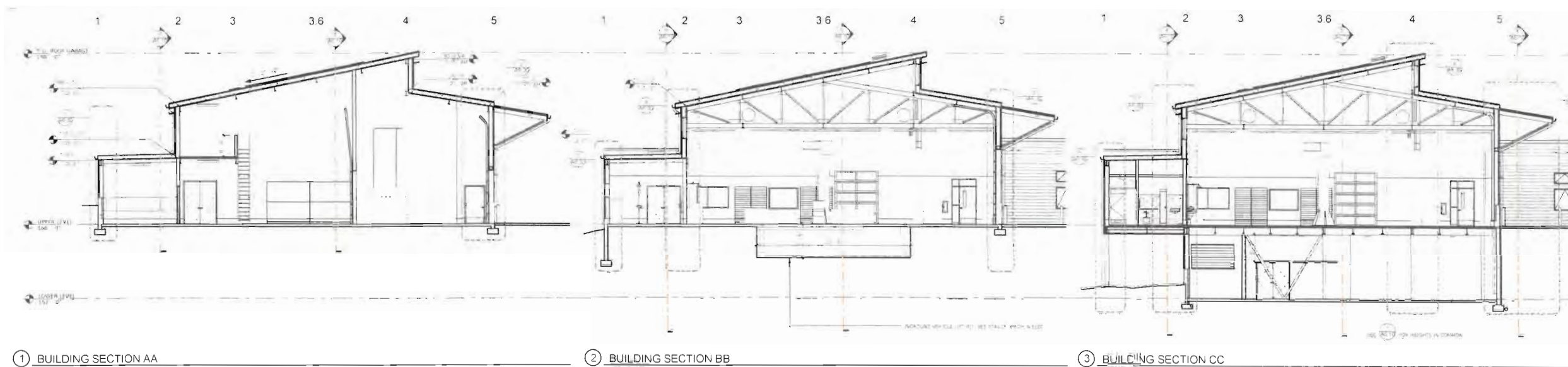
PROJECT: 1111 1st Ave, Ste 100  
ISSUE DATE: 11/11/11  
DESIGNED BY: Steve Martin  
CHECKED BY: Steve Martin

EXTERIOR  
IMPROVEMENTS

JAN 11 2013

Permit A5-20

95% LAND USE RESUBMITTAL



**CONSULTANT:**  
NAME: [Name]  
ADDRESS: [Address]  
PHONE: [Phone]  
FAX: [Fax]

**CONSULTANT:**  
NAME: [Name]  
ADDRESS: [Address]  
PHONE: [Phone]  
FAX: [Fax]

**CONSULTANT:**  
NAME: [Name]  
ADDRESS: [Address]  
PHONE: [Phone]  
FAX: [Fax]

**CONSULTANT:**  
NAME: [Name]  
ADDRESS: [Address]  
PHONE: [Phone]  
FAX: [Fax]

NO.	DATE	DESCRIPTION
1		

**STAMP:**

#5404 REGISTERED ARCHITECT

CARLOS SIERRA MARTIN

STATE OF WASHINGTON

**Bellevue School District Transportation Maintenance Facility**

DATE OF THE STUDY: [Date]  
ISSUE DATE: [Date]  
DRAWN BY: [Name]  
CHECKED BY: [Name]

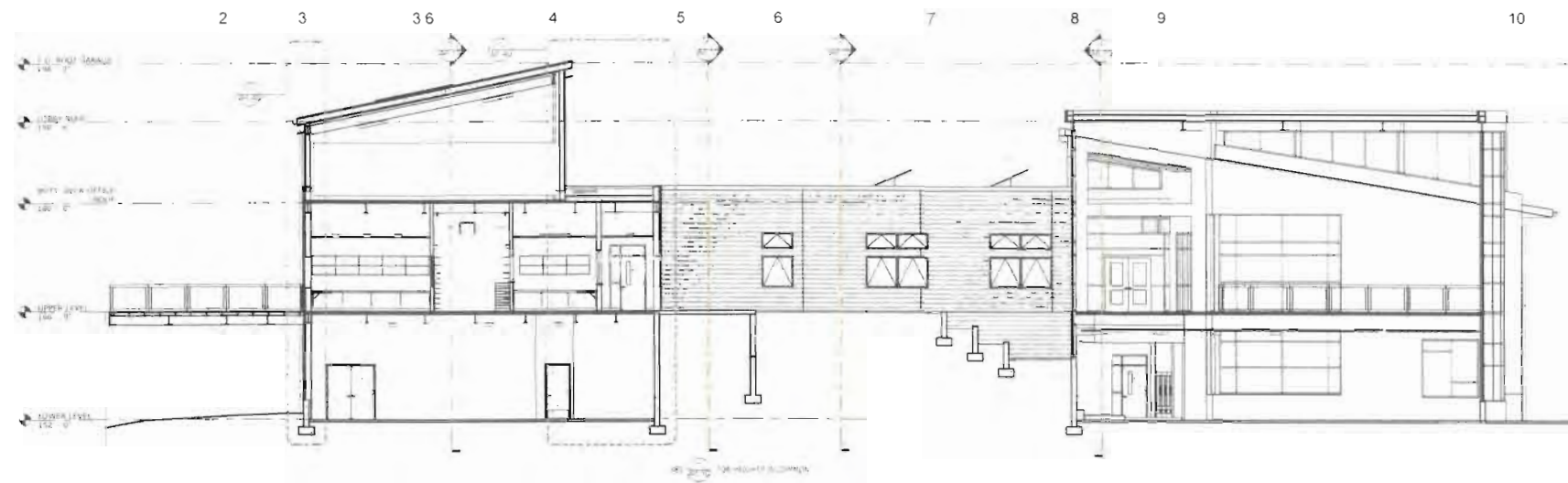
**BUILDING SECTIONS**

Received

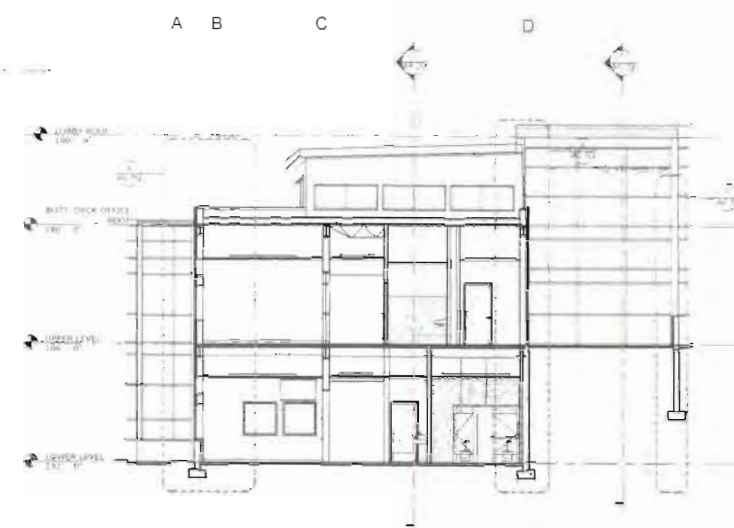
JAN 11 2013

Permit

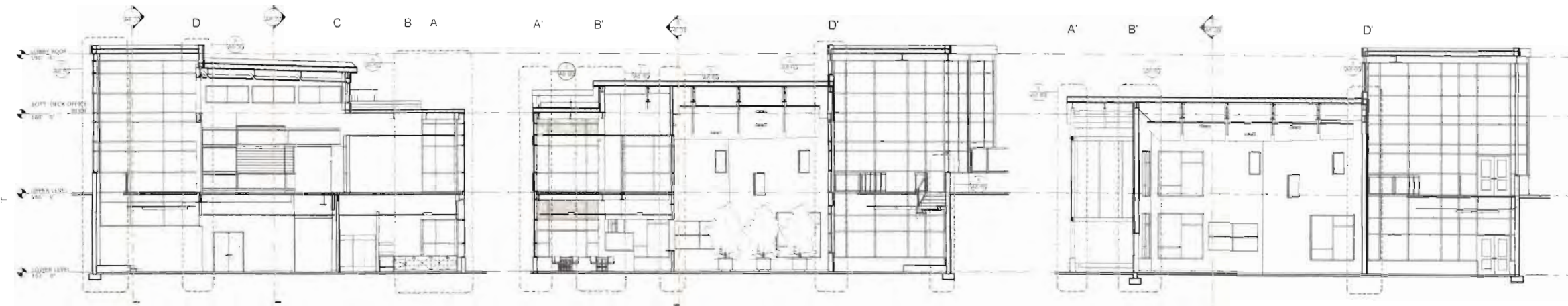
10-109



① BUILDING SECTION FF  
SCALE: 1/8" = 1'-0"



③ BUILDING SECTION HH  
SCALE: 1/8" = 1'-0"



④ BUILDING SECTION II  
SCALE: 1/8" = 1'-0"

⑤ BUILDING SECTION JJ  
SCALE: 1/8" = 1'-0"

⑥ BUILDING SECTION KK  
SCALE: 1/8" = 1'-0"



⑦ BUILDING SECTION LL  
SCALE: 1/8" = 1'-0"

⑧ BUILDING SECTION MM  
SCALE: 1/8" = 1'-0"



**Serra-Martín**  
ARCHITECTS

CONSULTANT:  
NAME: SERRA-MARTÍN ARCHITECTS  
ADDRESS: 1000 1ST AVE, SUITE 100  
PHONE: (206) 465-1111  
FAX: (206) 465-1112

CONSULTANT:  
NAME: SERRA-MARTÍN ARCHITECTS  
ADDRESS: 1000 1ST AVE, SUITE 100  
PHONE: (206) 465-1111  
FAX: (206) 465-1112

CONSULTANT:  
NAME: SERRA-MARTÍN ARCHITECTS  
ADDRESS: 1000 1ST AVE, SUITE 100  
PHONE: (206) 465-1111  
FAX: (206) 465-1112

CONSULTANT:  
NAME: SERRA-MARTÍN ARCHITECTS  
ADDRESS: 1000 1ST AVE, SUITE 100  
PHONE: (206) 465-1111  
FAX: (206) 465-1112

CONSULTANT:  
NAME: SERRA-MARTÍN ARCHITECTS  
ADDRESS: 1000 1ST AVE, SUITE 100  
PHONE: (206) 465-1111  
FAX: (206) 465-1112

Revision Schedule  
NO. Date Description



**Bellevue  
School District  
Transportation  
Maintenance  
Facility**

PROJECT NUMBER: 2008

ISSUE DATE: 01/11/2013

DRAWN BY: MFM

CHECKED BY: JF

**BUILDING  
SECTIONS**

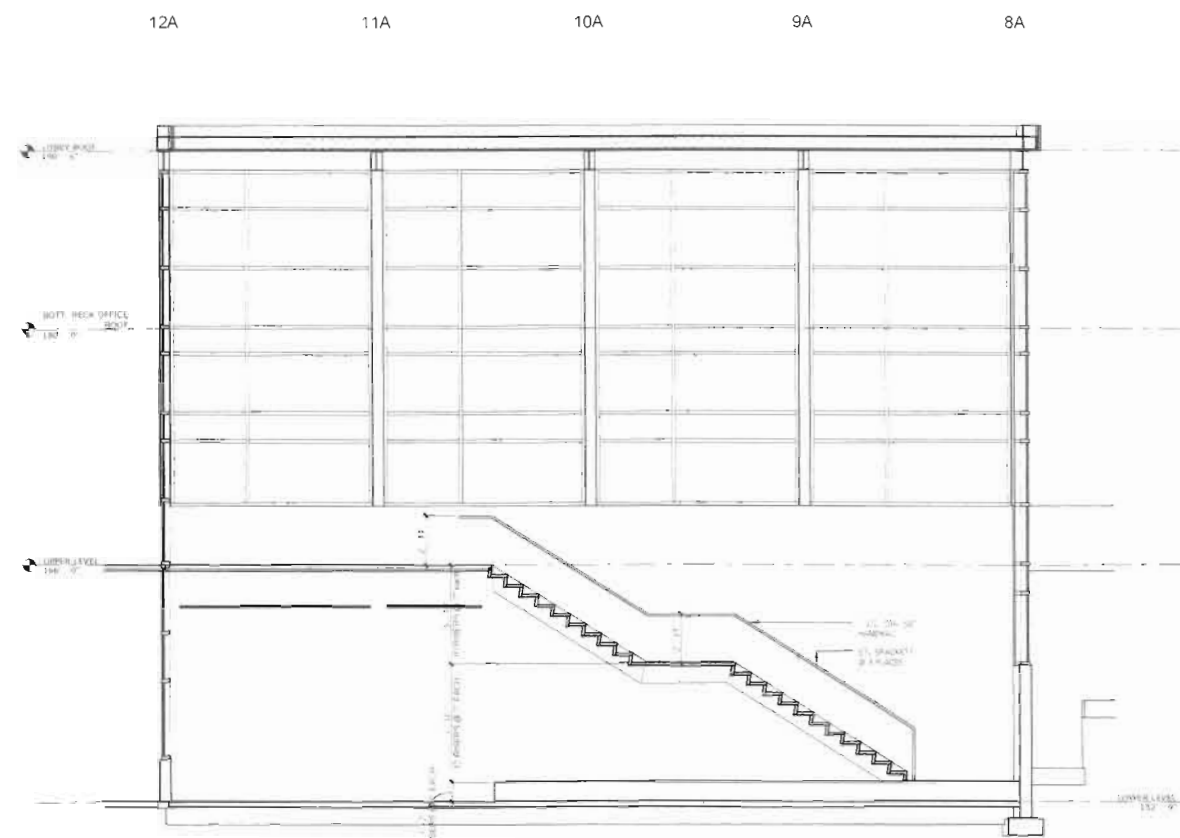
Received

JAN 11 2013

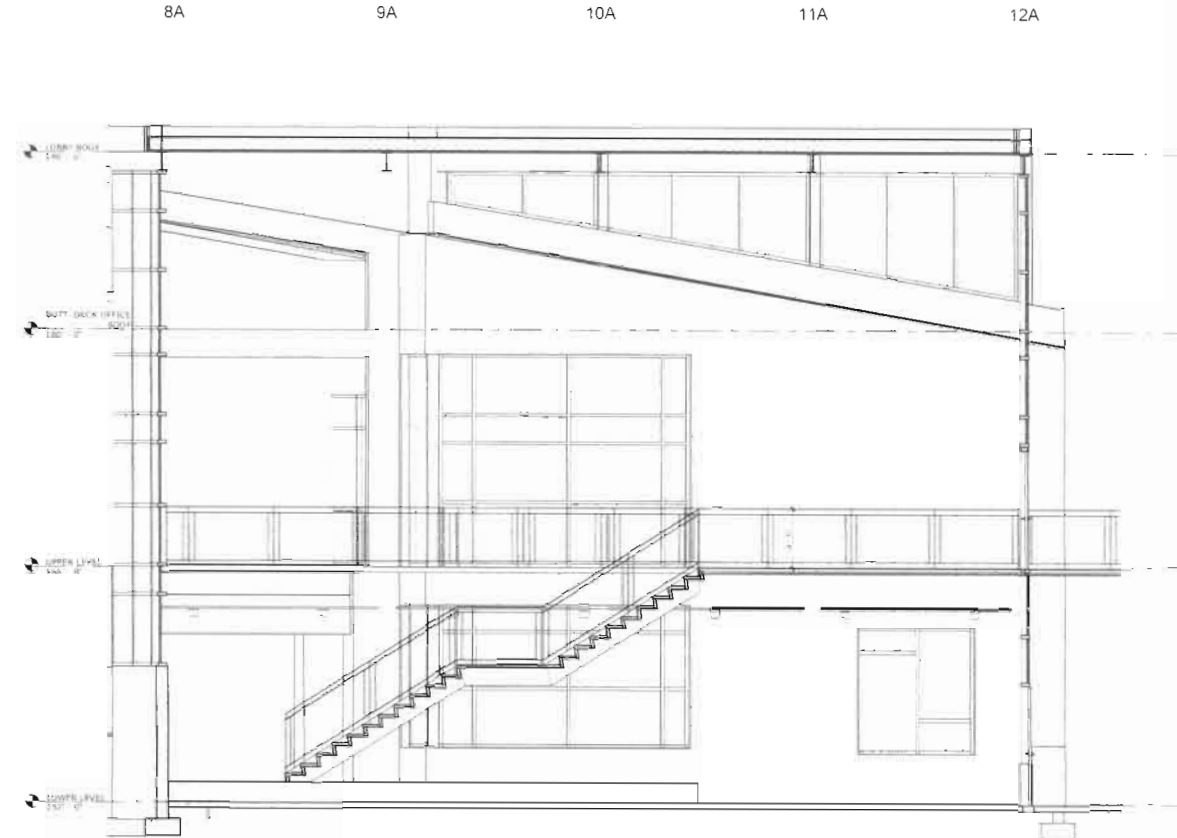
**A6-20**

Permit Project

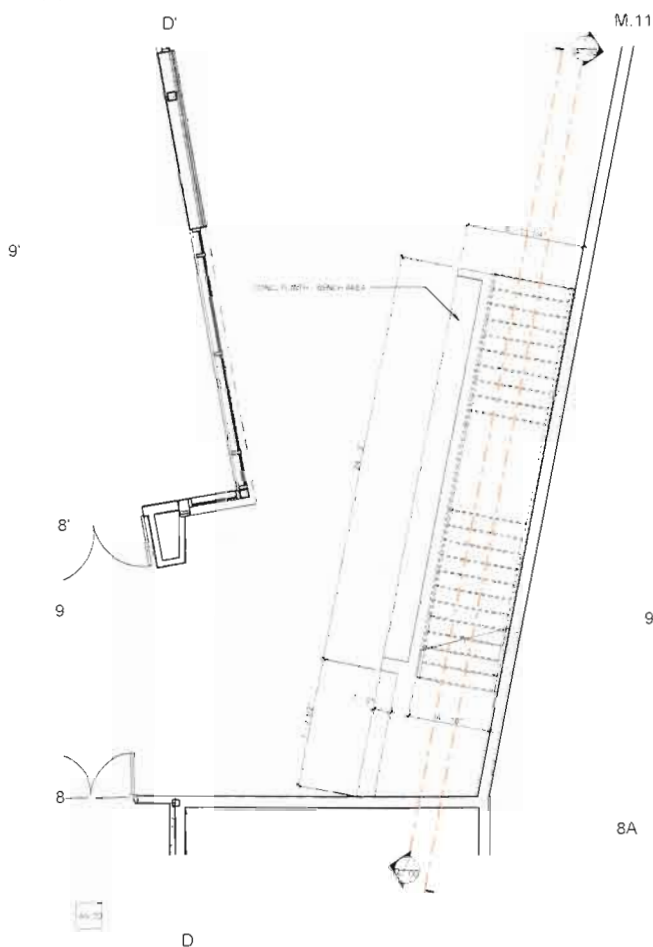
95% LAND USE RESUBMITTAL



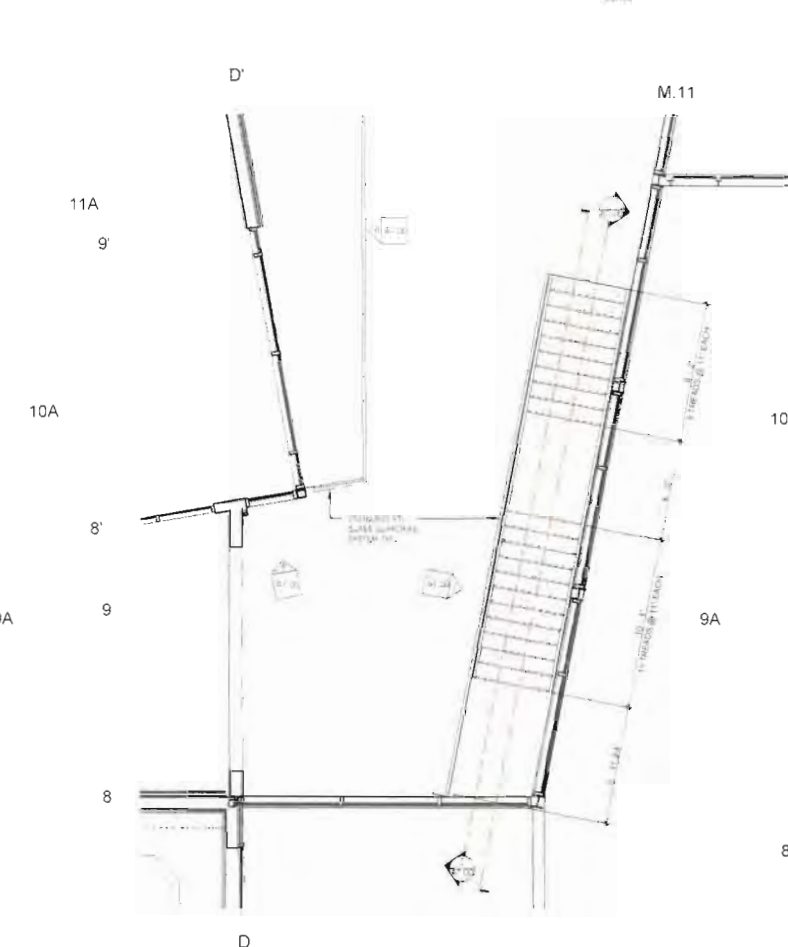
① 07 STAIR SECTION AA



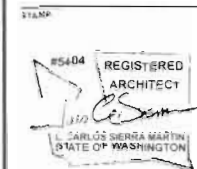
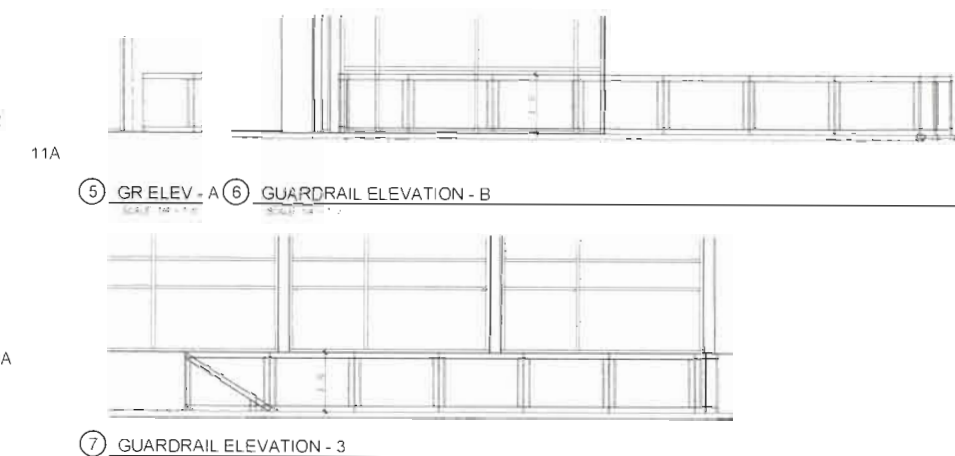
② 07 STAIR SECTION BB



③ 07 STAIR PLAN - LOWER LEVEL



④ 07 STAIR PLAN - UPPER LEVEL



**Bellevue  
School District  
Transportation  
Maintenance  
Facility**

PROJECT NUMBER: 17-04  
ISSUE DATE: 1/11/2017  
DRAWN BY: [Signature]  
CHECKED BY: [Signature]

**STAIR PLANS  
& SECTIONS**

Received  
JAN 11 2017  
Permit Processing

**7.00**



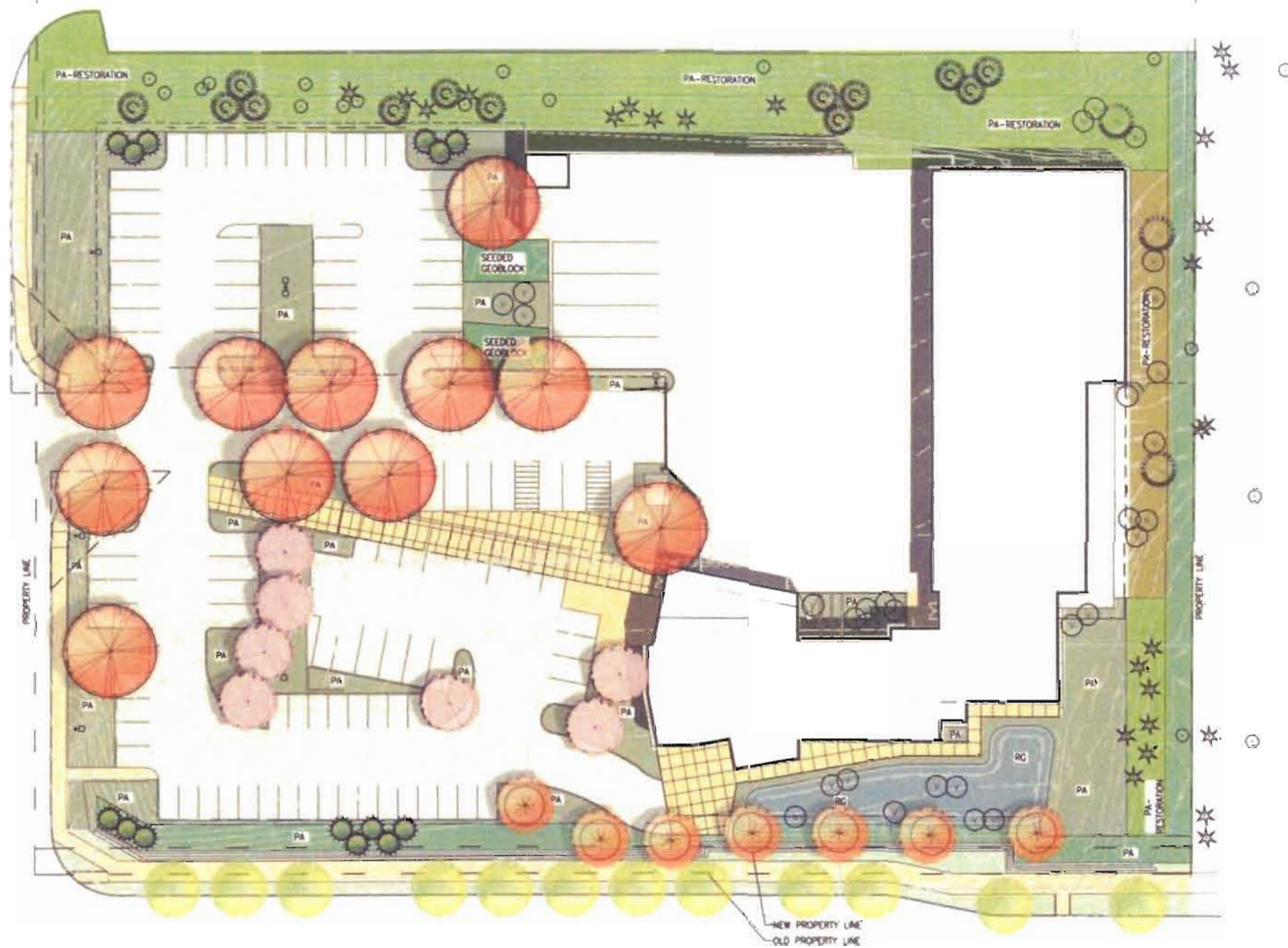
Received  
JAN 11 2019  
Permit Processing



Received  
JAN 4 1 2013  
Permit Processing



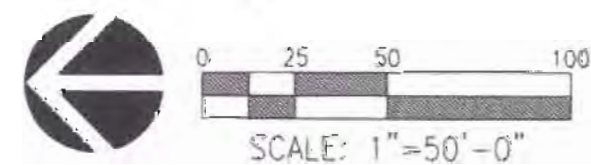
Received  
JAN 11 2010  
Permit Processing



# PLANTING LEGEND



PA	PLANTING BEDS 12" PLANTING SOIL FULL SUBGRADE PREP
RG	RAINGARDEN PLANTING 18" RAINGARDEN SOIL FULL SUBGRADE PREP
PA-RESTORATION	RESTORATION PLANTING NO SOIL PLACEMENT NO SUBGRADE PREP
PA-RESTORATION	RESTORATION PLANTING NO SOIL PLACEMENT FULL SUBGRADE PREP
PA	TYPE II BUFFER PLANTING 12" PLANTING SOIL FULL SUBGRADE PREP

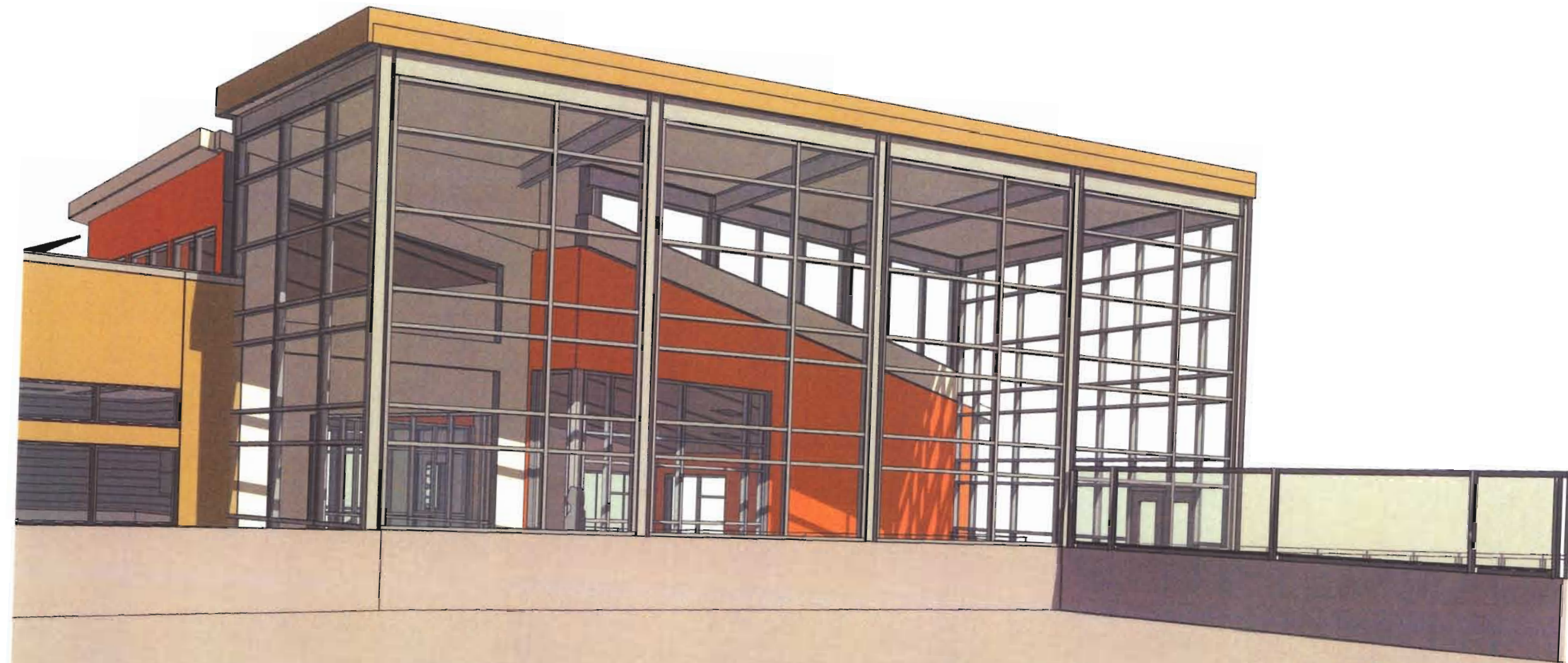


Landscape Development Plan

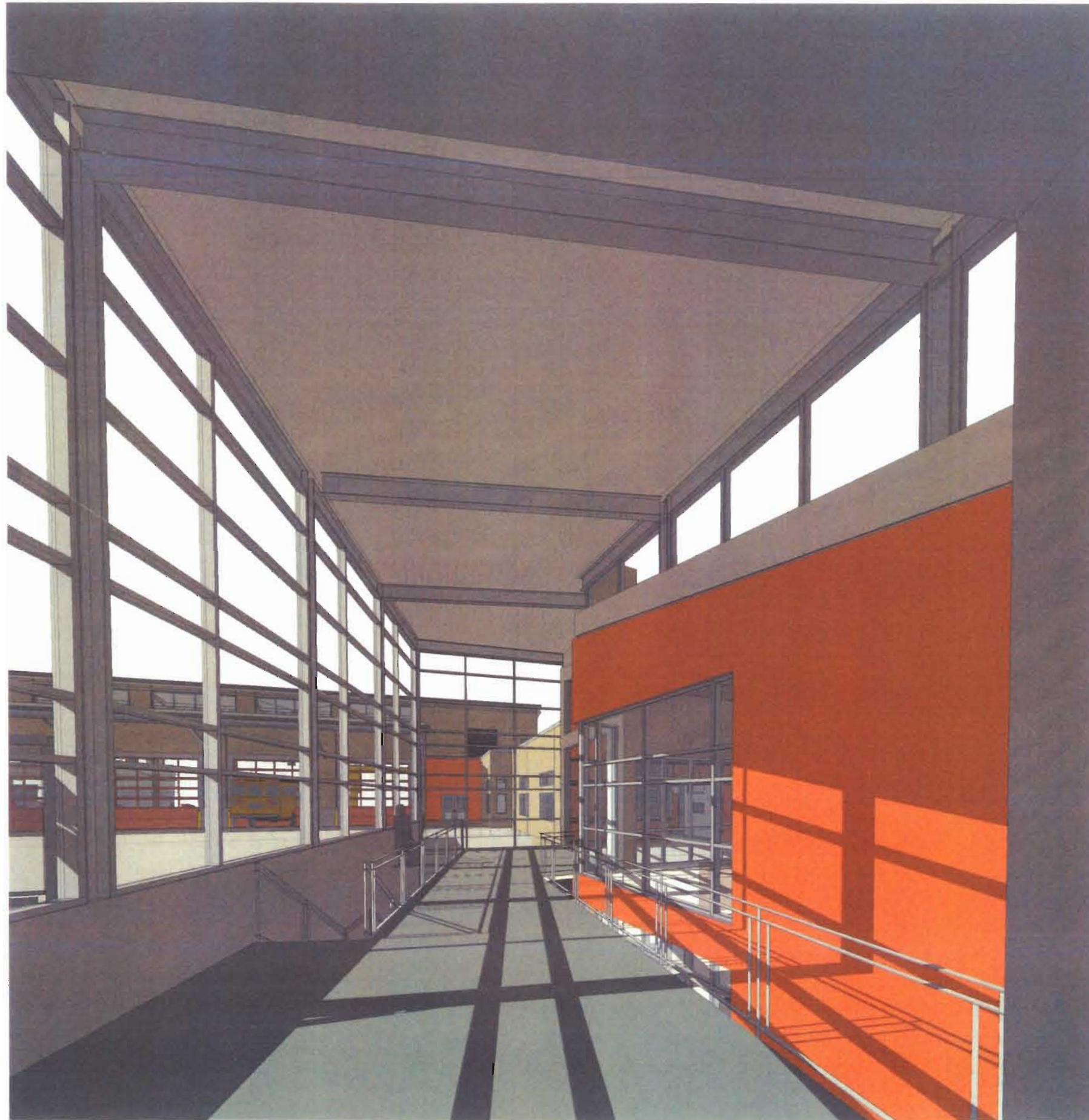
Received  
JAN 11 2013  
Permit Processing



Received  
JAN 11 2013  
Permit Processing



Received  
JAN 11 2013  
Permit Processing



Received  
JAN 11 2013  
Permit Processing



Received  
JAN 11 2003  
Permit Processing

## PHASE I

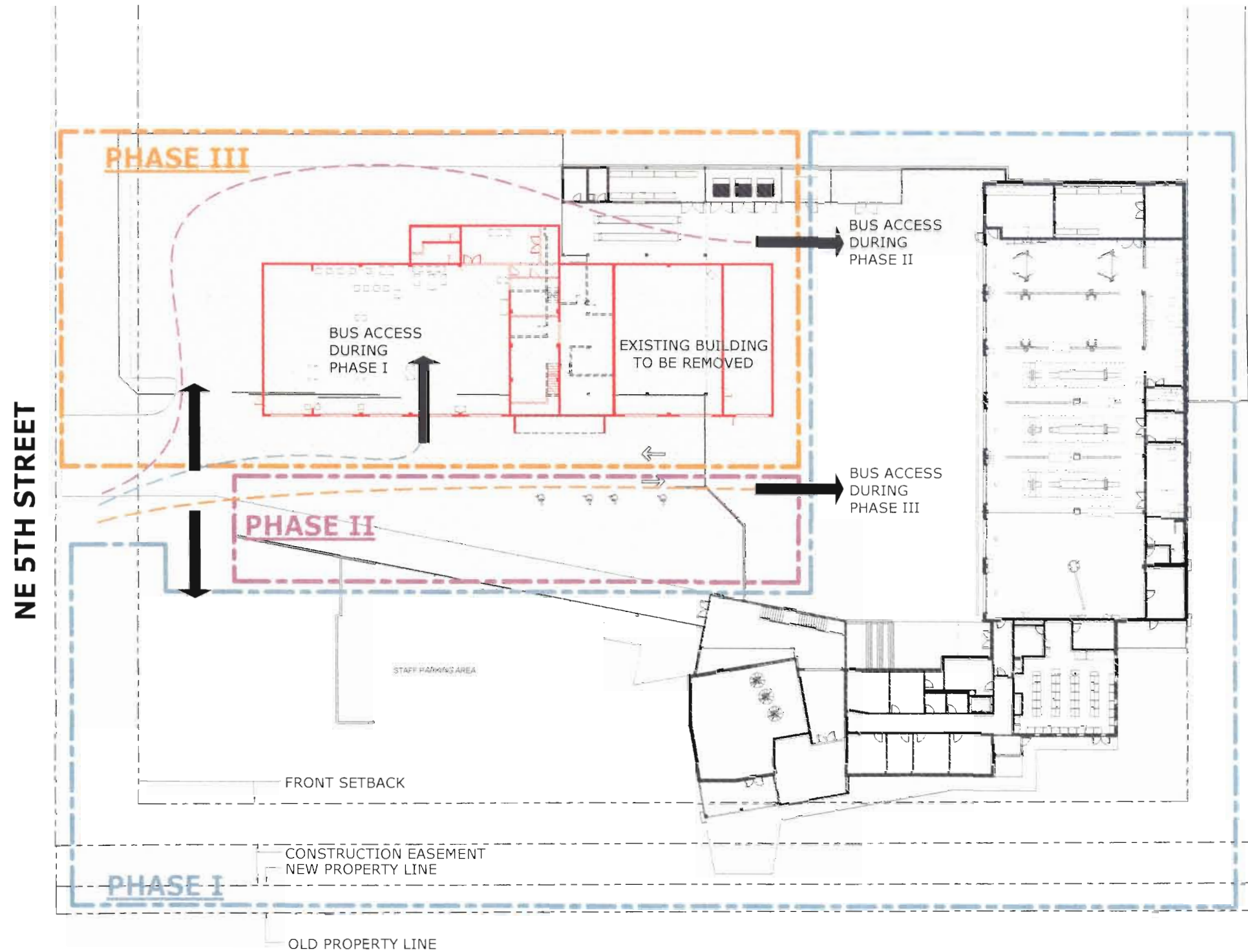
- BUILD NEW BLDG, LOWER PARKING LOT & BUS APRON

## PHASE II

- DEMO EXSITING ROCKERY WALL
- BUILD NEW RETAINING WALL
- BUS ACCESS TO NEW BUILDING WILL BE EAST OF EXISTING BLDG

## PHASE III

- DEMO EXISTING BUILDING
- BUILD CHASIS WASH BAY, COMPLETE EAST APRON UTILITY SPACES
- BUILD NORTHEAST PARKING

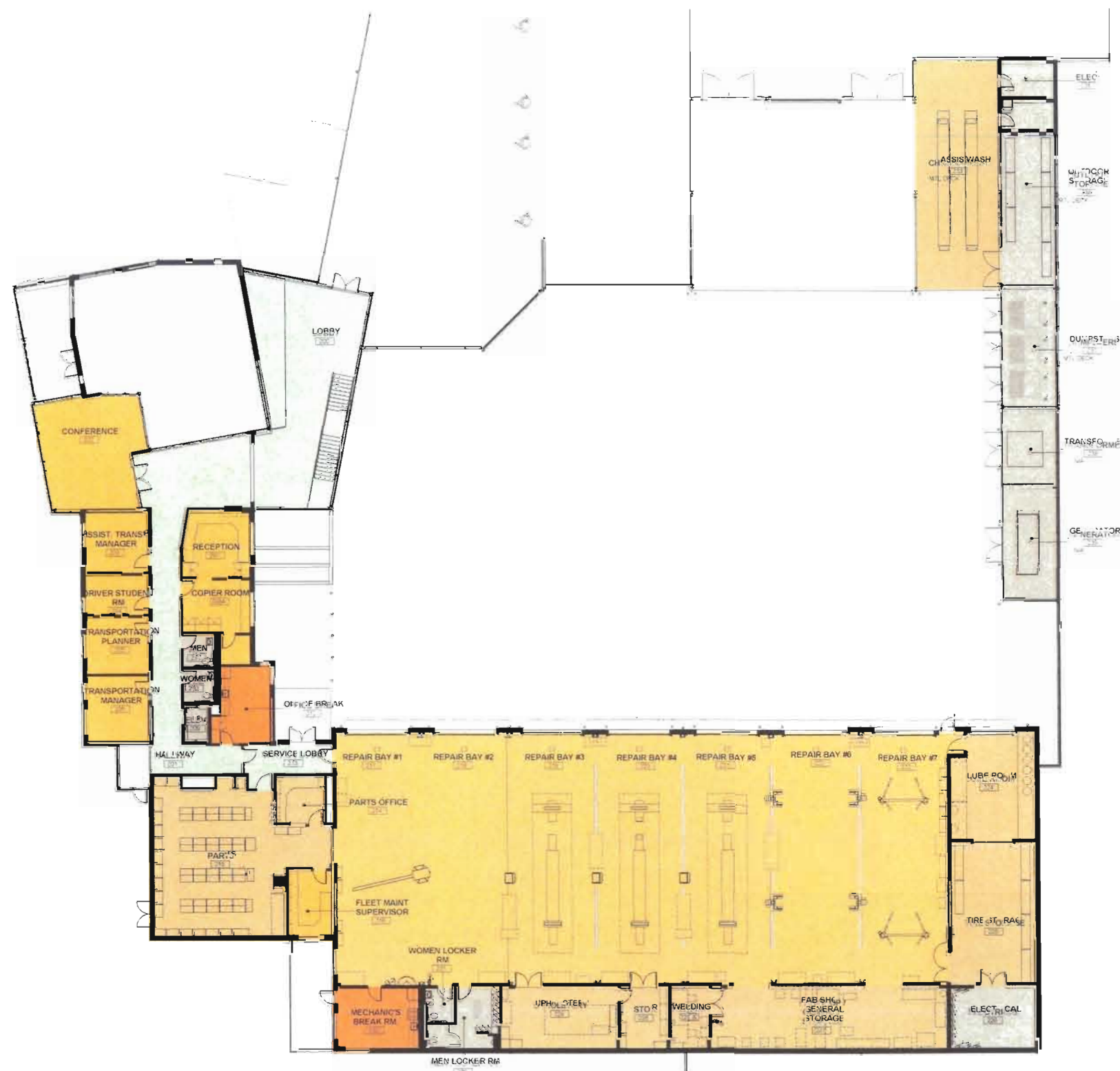


PHASING PLAN

Received  
JAN 11  
Permit Processing



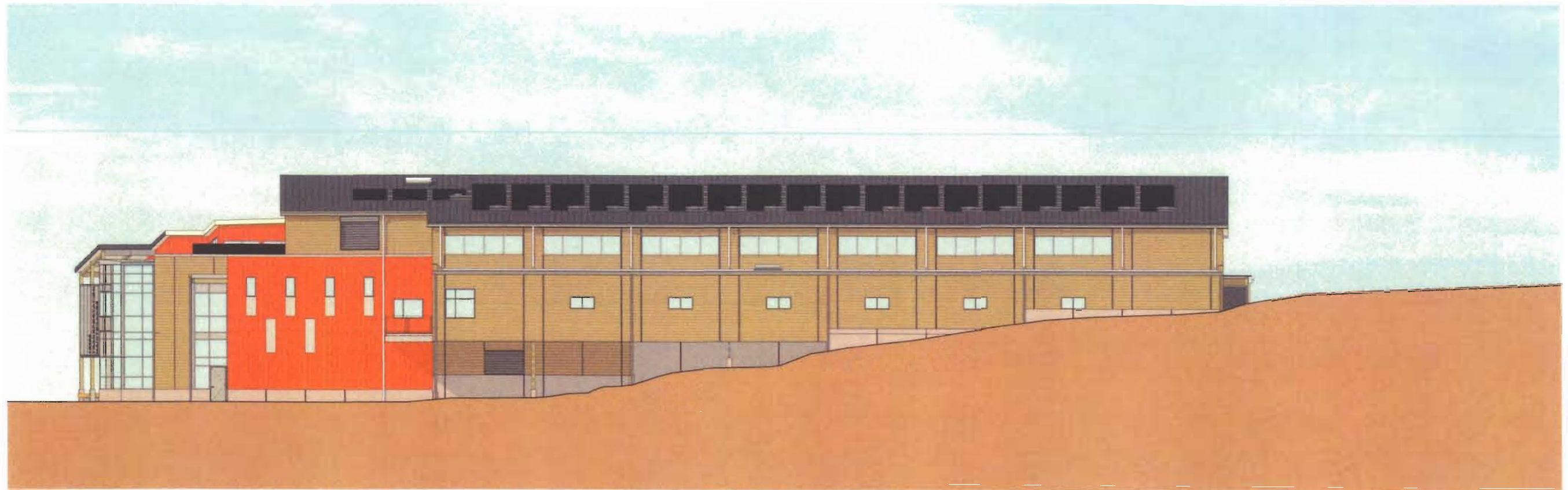
LOWER FLOOR PLAN



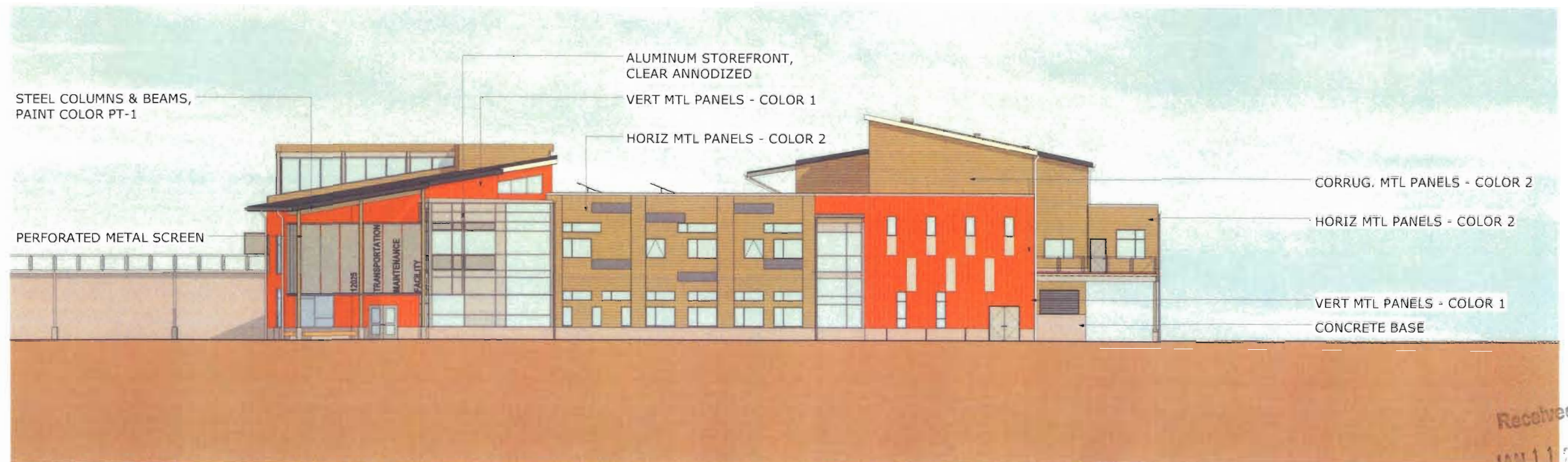
UPPER FLOOR PLAN



Received  
JAN 11 2013  
Permit Processing



**SOUTH ELEVATION**  
SCALE 1/8" = 1'-0"



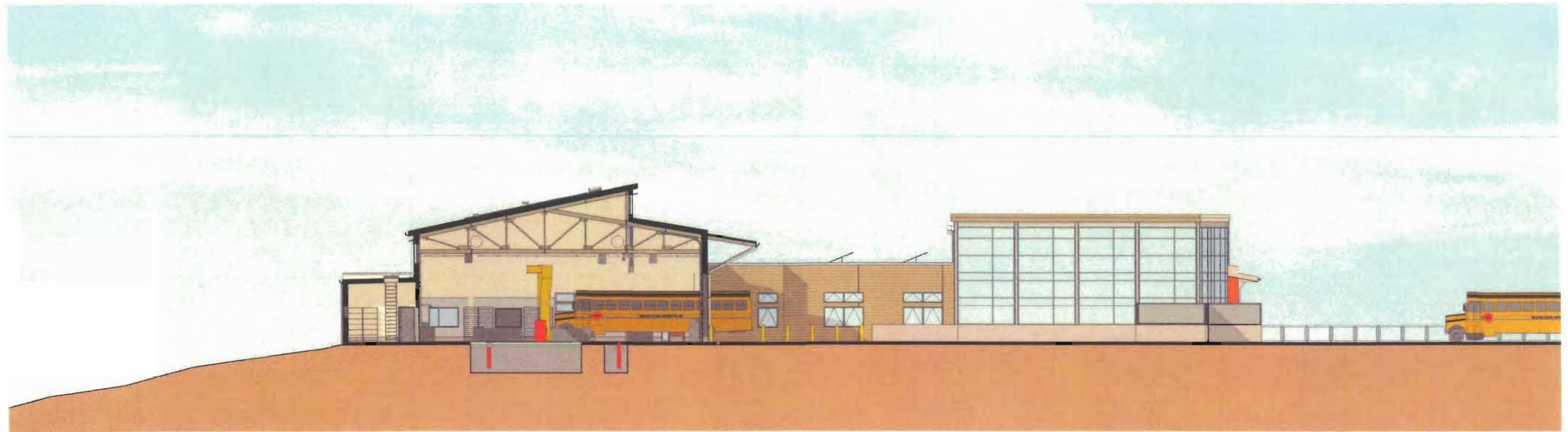
**WEST ELEVATION**  
SCALE 1/8" = 1'-0"



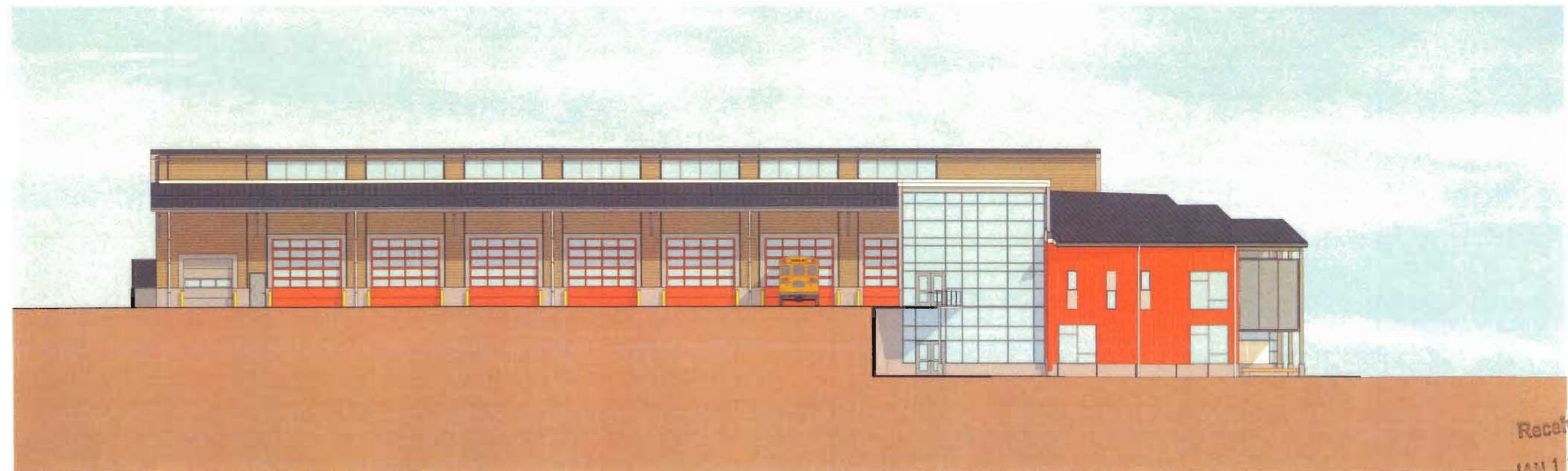
Received

JAN 11 2019

Permit Processing



EAST ELEVATION - OFFICE



NORTH ELEVATION - GARAGE

Received  
JAN 11 2013  
Permit Processing



PRESENTATION SECTION AA



PRESENTATION SECTION BB



PRESENTATION SECTION CC



PRESENTATION SECTION DD



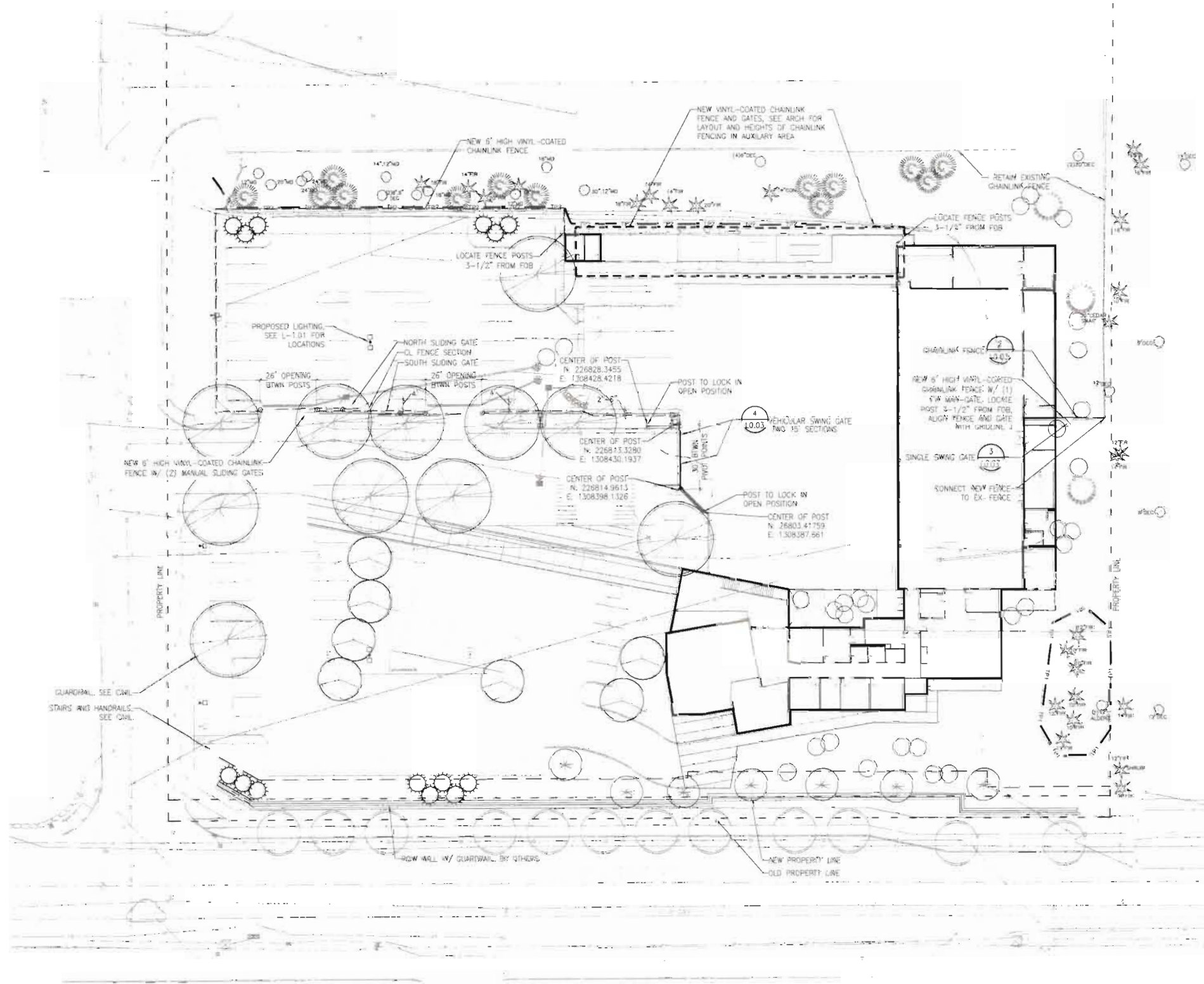
PRESENTATION SECTION EE

Received

JAN 11 2013

Permit Processing





- FENCING LEGEND**
- TP TREE PROTECTION FENCE
  - EXISTING CHAINLINK FENCE TO REMAIN
  - PROPOSED CHAINLINK FENCE

- ABBREVIATIONS**
- BLOD BUILDING
  - BS BOTTOM OF CURB
  - BS BOTTOM OF STEP
  - BW BOTTOM OF WALL
  - CB CATCH BASIN
  - CP CAST IN PLACE CONCRETE
  - CL CENTERLINE
  - CS DOWNSPOUT
  - DA DOWN
  - EA EQUAL
  - EX EXISTING
  - FFE FINISHED FLOOR ELEVATION
  - FOB FACE OF BUILDING
  - FDC FACE OF CURB
  - FS FINISH SURFACE
  - FG FINISH GRADE
  - GL GALVANIZED
  - GB GRADE BREAK
  - TS TOP OF SLOPE
  - HT HEIGHT
  - MAX MAXIMUM
  - ME MEET EXISTING
  - MIN MINIMUM
  - NTS NOT TO SCALE
  - OC ON CENTER
  - PA PAVING AREA
  - PAV PAVING
  - POB POINT OF BEGINNING
  - R RADIUS
  - RG RAINGARDEN
  - RM RM ELEVATION
  - RP RADIUS POINT
  - SCHED SCHEDULE
  - SC SWALE CENTERLINE
  - SEC SECTION
  - SHT SHEET
  - SPEC SPECIFICATION
  - TC TOP OF CURB
  - TF TOP OF FENCE
  - TR TOP OF RAMP
  - TS TOP OF STEP
  - TW TOP OF WALL
  - TYP TYPICAL
  - WWW WELDED WIRE MESH

**Starr-Vann ARCHITECTS**

CONSULTANT: STARR-VANN, A 100%  
 ADDRESS: 1000 North Main Street, Suite 200  
 South, MA 01888  
 PHONE: 978-254-0000  
 FAX: 978-254-0001

CONSULTANT: STARR-VANN, A 100%  
 ADDRESS: 1000 North Main Street, Suite 200  
 South, MA 01888  
 PHONE: 978-254-0000  
 FAX: 978-254-0001

CONSULTANT: STARR-VANN, A 100%  
 ADDRESS: 1000 North Main Street, Suite 200  
 South, MA 01888  
 PHONE: 978-254-0000  
 FAX: 978-254-0001

CONSULTANT: STARR-VANN, A 100%  
 ADDRESS: 1000 North Main Street, Suite 200  
 South, MA 01888  
 PHONE: 978-254-0000  
 FAX: 978-254-0001

**Revision Schedule**

NO.	Date	Description
1		

STATE OF MASSACHUSETTS  
 PROFESSIONAL ENGINEER  
 David A. Vann  
 License No. 10000

CDG  
 Construction Development Group, Inc.  
 1000 North Main Street, Suite 200  
 South, MA 01888  
 Phone: 978-254-0000  
 Fax: 978-254-0001

**NOT FOR CONSTRUCTION**

**Bellevue School District Transportation Maintenance Facility**

10000 1st Street  
 Bellevue, WA 98004

PROJECT NUMBER: 10000  
 ISSUE DATE: 01/11/2013  
 DRAWN BY: JH  
 CHECKED BY: JH

**FENCE PLAN**

**Received**

**JAN 11 2013**

**L0.02**

Processing

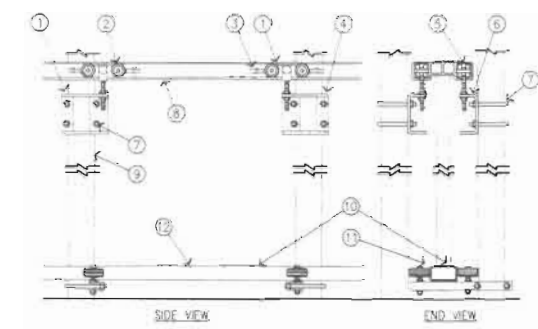
95% LAND USE RESUBMITTAL

SCALE: 1"=20'-0"

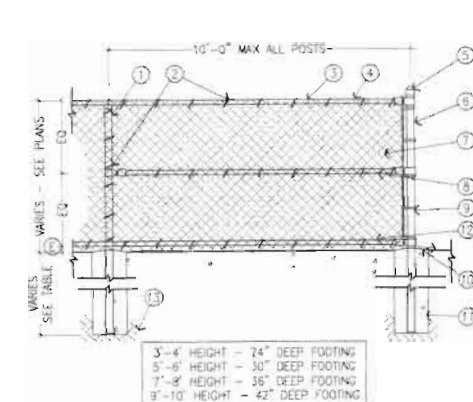


CONSULTANT: CIVIL/ARCH & CIVIL  
NAME: Christopher J. Sullivan  
ADDRESS: 111 New Street, Ste 200  
Boston, MA 02109  
PHONE: 781-552-0000  
FAX: 781-552-0001  
CONSULTANT: CIVIL/ARCH & CIVIL  
NAME: Christopher J. Sullivan  
ADDRESS: 111 New Street, Ste 200  
Boston, MA 02109  
PHONE: 781-552-0000  
FAX: 781-552-0001  
CONSULTANT: CIVIL/ARCH & CIVIL  
NAME: Christopher J. Sullivan  
ADDRESS: 111 New Street, Ste 200  
Boston, MA 02109  
PHONE: 781-552-0000  
FAX: 781-552-0001

1. TRUCK BRACKET
2. TRUCK ASSEMBLY
3. GUIDE ROLLER W/ BEARING
4. TRUCK BRACKET
5. ALUMINUM TRACK/FRAME MEMBER
6. UPPER ROLLER-TRUCK ASSEMBLY
7. 1/2" BOLT
8. TOP TRACK/FRAME MEMBER OF GATE FRAME
9. POST
10. 2"x4" GATE FRAME MEMBER
11. LOWER GUIDE ROLLER ASSEMBLY
12. 2"x4" BOTTOM GATE FRAME MEMBER



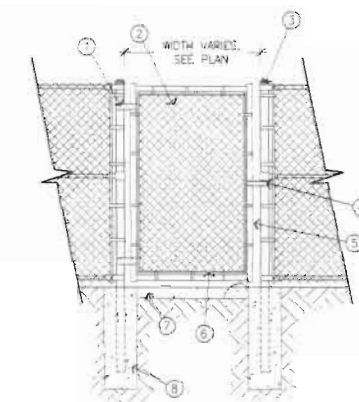
1. GATE BRACKET ROLLER ASSEMBLY  
SCALE: 1/4" = 1'-0"



2. CHAINLINK FENCE  
SCALE: NTS

1. 2"x4" O.D. LINE POSTS
2. WIRE TIES @ 12" O.C. (TYP.)
3. KNUCKLED SELVAGE @ TOP & BOTTOM (TYP.) - TOP SELVAGE SHALL BE 4" BELOW TOP OF FINISHED RAIL SURFACE (TYP. ALL FENCING)
4. 1-5/8" O.D. TOP RAIL
5. BALL CAP WITH SET SCREW OR WELDED
6. 2-7/8" O.D. TERMINAL OR CORNER POST
7. GALVANIZED FENCING FABRIC (UNLESS OTHERWISE NOTED)
8. 1-5/8" O.D. MID-RAIL W/ HOG RINGS @ 12" O.C.
9. TENSION BAR BANDS/CLIPS @ 12" O.C.
10. SLOPE TOP OF CONC AWAY FROM POST
11. 12" CONC FOOTING (TYP.)
12. 1-5/8" BOTTOM RAIL W/ HOG RINGS @ 12" O.C.
13. 95% COMPACTED SUBGRADE (SEC 312000) OR CRUSHED SURFACING PER WSDOT 9-3.09(3)

- NOTES:
- ALL FABRIC SHALL BE INSTALLED ON FIELD OR SCHOOL SIDE OF FENCE
  - MID-RAIL AT FIRST PANEL ONLY FROM ALL TERMINAL POSTS FOR FENCES 6' HT. AND LOWER. CONTINUOUS MID-RAIL ON ALL FENCES 8' HT. AND TALLER.
  - FOR FENCING MATERIALS AND INSTALLATION (SEC 323113)
  - ALL FENCING IMMEDIATELY ADJACENT TO SPORTS FIELDS INCLUDING BACKSTOPS AND FENCING ATTACHED TO BACKSTOPS TO HAVE BOTTOM RAIL. ALL OTHER PERIMETER FENCING TO HAVE TENSION WIRE IN PLACE OF BOTTOM RAIL.
  - 1" CLEAR AT PAVING AND CONCRETE AREA
  - PROVIDE FENCE CAP ON TOP OF ALL SIDE LINE AND OUTFIELD FENCES FOR BALLFIELD AND GATES.

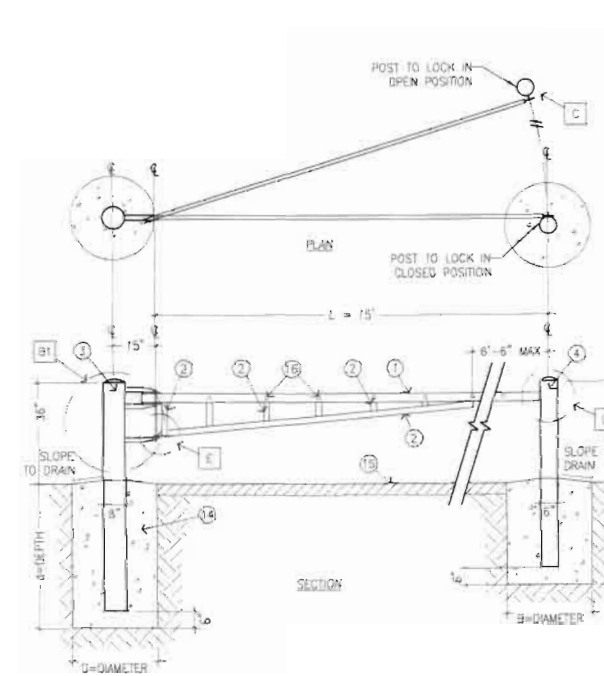


3. SINGLE SWING GATE  
SCALE: 1/2" = 1'-0"

1. 180° SWING HINGE (TYP.)
2. CHAIN LINK FABRIC
3. GATE POST - SEE CHART FOR SIZE
4. FULCRUM LATCH WITH STRIKE STRAP
5. 2" SQ. GATE FRAME (TYP. 4 SIDES)
6. TENSION BAR (TYP. 4 SIDES EACH LEAF)
7. CONCRETE PAVING
8. CONCRETE FENCE FOOTING

- NOTES:
- CONCRETE OR GROUT AROUND POST AT GROUND LINE SHALL BE MOUNDED FOR DRAINAGE.
  - FOR GATE MATERIALS, HARDWARE AND INSTALLATION SEE SEC 323113
  - POST SHAPE TO MATCH ADJACENT FENCE
  - GATE HEIGHT SAME AS INDICATED FOR ADJACENT FENCE
  - FOOTING WIDTH TO BE 4X POST WIDTH
  - ALL JOINTS OF FENCE FRAME TO BE WELDED TO MAKE A SOLID FRAME

SINGLE LEAF GATES		
OPENING	GATE POST HINGE SPACE (S)	
FACE TO FACE	RND. SIZES	POST TO UPRIGHT
1'-0" THROUGH 6'-0"	2.875" O.D.	2-1/4"
7'-0" THROUGH 10'-0"	4" O.D.	2-1/4"
11'-0" THROUGH 12'-0"	4" O.D.	2-1/4"
13'-0" THROUGH 18'-0"	6.625" O.D.	3-1/2"
19'-0" THROUGH 20'-0"	8.625" O.D.	3-1/2"

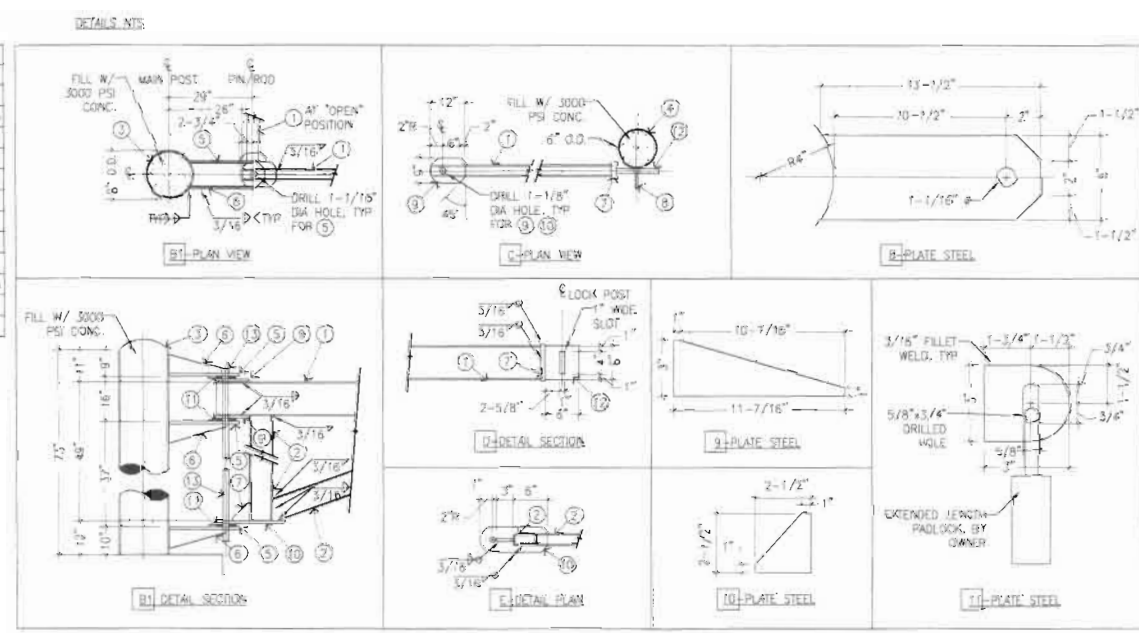


4. VEHICULAR SWING GATE  
SCALE: 1/2" = 1'-0"

FOOTING DEPTH ("B" AND "D") PER FOOTING DIAMETER ("B" AND "D") AND GATE LENGTH ("L")

		L (FT.)															
GRAVEL OR SANDY GRAVEL, S=400	D	15'	16'	17'	18'	19'	20'	21'	22'	23'	24'	25'	26'	27'	28'	29'	30'
		2.0'	2.0'	2.0'	2.0'	2.0'	2.0'	2.0'	2.0'	2.0'	2.0'	2.0'	2.0'	2.0'	2.0'	2.0'	2.0'
SANDY SILTY SAND, SILTY SAND, SILTY GRAVEL, CLAYEY GRAVEL, S=300	D	2.5'	2.5'	2.5'	2.5'	2.5'	2.5'	2.5'	2.5'	2.5'	2.5'	2.5'	2.5'	2.5'	2.5'	2.5'	2.5'
		3.0'	3.0'	3.0'	3.0'	3.0'	3.0'	3.0'	3.0'	3.0'	3.0'	3.0'	3.0'	3.0'	3.0'	3.0'	3.0'
CLAY, SANDY CLAY, SILTY CLAY, OR CLAYEY SILT, S=200	D	3.0'	3.0'	3.0'	3.0'	3.0'	3.0'	3.0'	3.0'	3.0'	3.0'	3.0'	3.0'	3.0'	3.0'	3.0'	3.0'
		3.5'	3.5'	3.5'	3.5'	3.5'	3.5'	3.5'	3.5'	3.5'	3.5'	3.5'	3.5'	3.5'	3.5'	3.5'	3.5'

1. RECTANGULAR STEEL TUBE, TS 6 x 2 x 1/4, A500
2. RECTANGULAR STEEL TUBE, TS 4 x 2 x 1/16, A500
3. STEEL TUBE, 8" O.D., STD., A53
4. STEEL TUBE, 6" O.D., STD., A53
5. PLATE STEEL, 5/8" x 5" x 1'-1", A36
6. PLATE STEEL, 1/2" x 5" x 10", A36
7. PLATE STEEL, 1/2" x 5" x 3'-1/2", A36
8. PLATE STEEL, 1/2" x 5" x 5", A36
9. PLATE STEEL, 1/2" x 4" x 6", A36
10. PLATE STEEL, 1/2" x 4" x 12", A36
11. BEARING PAD, 1/2" x 4"
12. PLATE STEEL, 1/2" x 6" x 6"
13. STEEL PIN ROD, 1" x 2'-5-3/4", A36
14. CONCRETE FOOTING
15. FINISHED SURFACE
16. LOCATIONS OF WHITE REFLECTORS



Revision Schedule		
NO.	DATE	DESCRIPTION



NOT FOR CONSTRUCTION

Bellevue School District Transportation Maintenance Facility

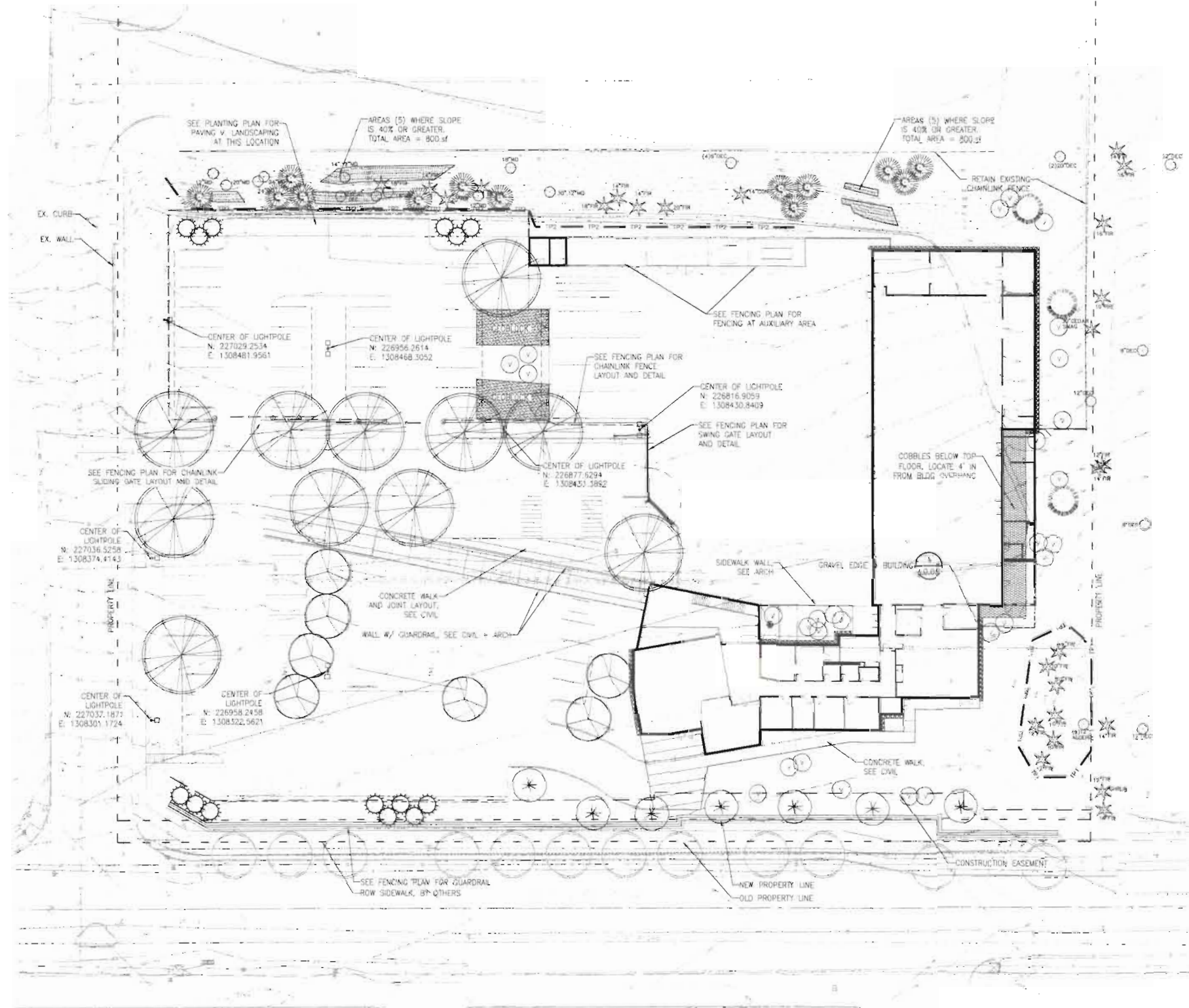
PROJECT NUMBER: 1104  
ISSUE DATE: 1/10/11  
DRAWN BY: JH  
CHECKED BY: JH

FENCING DETAILS

Received

JAN 11 2013  
L0.03

Permit Processing



# LAYOUT LEGEND

- TP1 TREE PROTECTION FENCE
- EXISTING CHAINLINK FENCE TO REMAIN
- PROPOSED CHAINLINK FENCE
- ALJN
- GRAVEL EDGE AT BUILDING
- COBBLES
- PA PLANTING AREA
- RAIN GARDEN PLANTING

# ABBREVIATIONS

- BLOC BUILDING
- BC BOTTOM OF CURB
- BS BOTTOM OF STEP
- BW BOTTOM OF WALL
- CB CATCH BASIN
- CP CAST IN PLACE
- CONC CONCRETE
- CL CENTERLINE
- DS DOWNSPOUT
- DN DOWN
- EQ EQUAL
- EX EXISTING
- FPE FINISHED FLOOR ELEVATION
- FOB FACE OF BUILDING
- FOC FACE OF CURB
- FS FINISH SURFACE
- FG FINISH GRADE
- GALV GALVANIZED
- GB GRADE BREAK / TOP OF SLOPE
- HT HEIGHT
- MAX MAXIMUM
- WE WEET EXISTING
- MIN MINIMUM
- NTS NOT TO SCALE
- OC ON CENTER
- PA PLANTING AREA
- PAV PAVING
- POB POINT OF BEGINNING
- R RADIUS
- RG RAIN GARDEN
- RM RM ELEVATION
- RP RADIUS POINT
- SCHED SCHEDULE
- SOJ SWALE CENTERLINE
- SEC SECTION
- SHT SHEET
- SPEC SPECIFICATION
- TC TOP OF CURB
- TF TOP OF FENCE
- TR TOP OF RAMP
- TS TOP OF STEP
- TW TOP OF WALL
- TP TYPICAL
- WWM WELDED WIRE MESH



CONSULTANT:  
NAME: SUE & KATHY ARCHITECTS  
ADDRESS: 1111 1ST AVE. SUITE 200  
PHOENIX, AZ 85001  
PHONE: (602) 441-1111  
FAX: (602) 441-1112  
CONSULTANT:  
NAME: SUE & KATHY ARCHITECTS  
ADDRESS: 1111 1ST AVE. SUITE 200  
PHOENIX, AZ 85001  
PHONE: (602) 441-1111  
FAX: (602) 441-1112

CONSULTANT:  
NAME: SUE & KATHY ARCHITECTS  
ADDRESS: 1111 1ST AVE. SUITE 200  
PHOENIX, AZ 85001  
PHONE: (602) 441-1111  
FAX: (602) 441-1112

NO.	Date	Description
-----	------	-------------



NOT FOR CONSTRUCTION

Bellevue School District Transportation Maintenance Facility

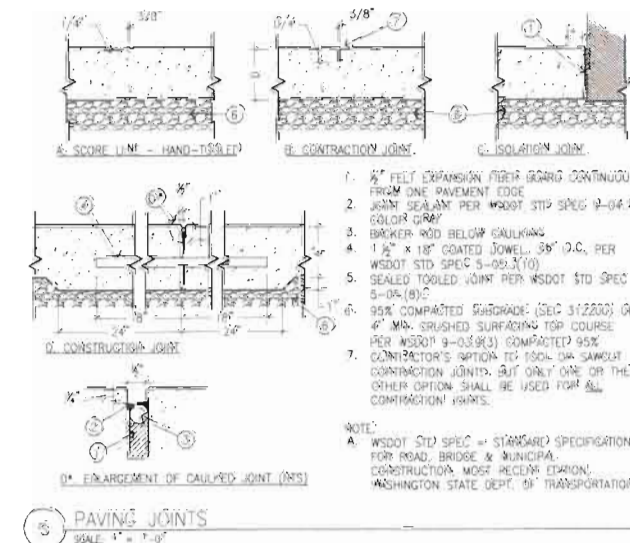
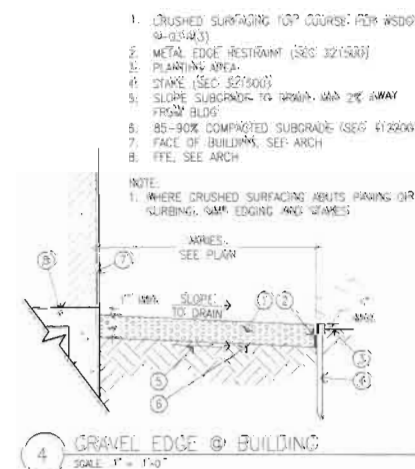
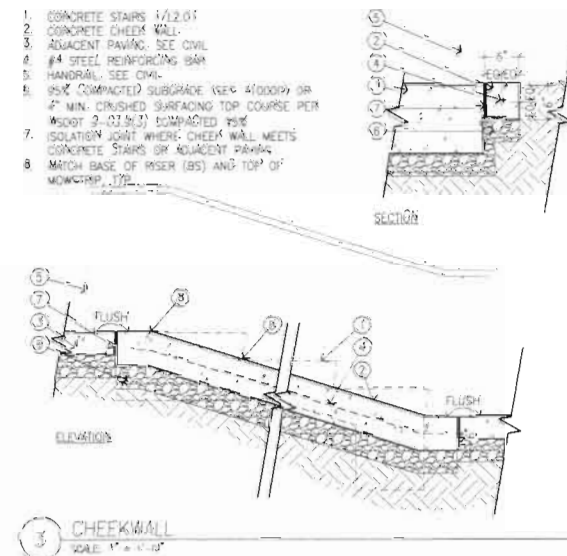
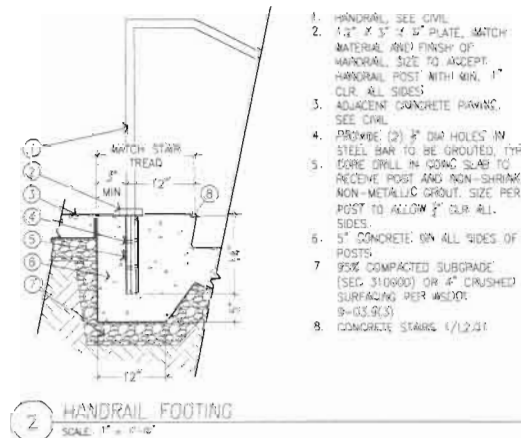
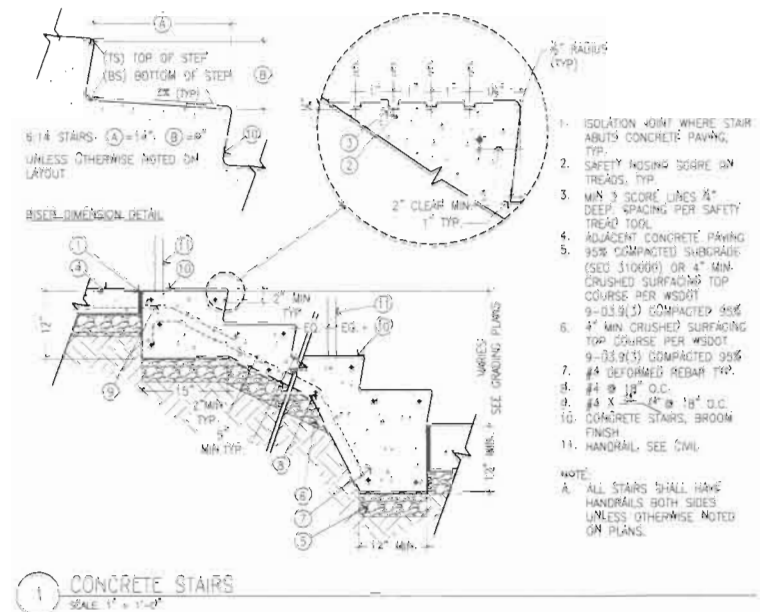
PROJECT NUMBER: 11-01  
DESIGN DATE: 11/01/01  
DRAWN BY: JKL  
CHECKED BY: ABC

SITE PLAN

Received  
JAN 11 2003  
L1.01  
Permit Processing



95% LAND USE RESUBMITTAL



**OWNER/ARCHITECT:**  
NAME: STEEL-WHITMAN ARCHITECTS  
ADDRESS: 1111 1st Ave S.W., Ste 200  
PHOENIX, AZ 85001  
PHONE: (602) 254-1000  
FAX: (602) 254-1001

**CONSULTANT:**  
NAME: TECHNICAL  
ADDRESS: 1400 N. 19th Ave., Ste 1000  
PHOENIX, AZ 85016  
PHONE: (602) 444-1111  
FAX: (602) 444-1112

**CONSULTANT:**  
NAME: ELECTRICAL  
ADDRESS: 1011 N. 19th Ave., Ste 1000  
PHOENIX, AZ 85016  
PHONE: (602) 444-1111  
FAX: (602) 444-1112

**CONSULTANT:**  
NAME: MECHANICAL  
ADDRESS: 1111 1st Ave S.W., Ste 200  
PHOENIX, AZ 85001  
PHONE: (602) 254-1000  
FAX: (602) 254-1001

Revision Schedule		
NO.	Date	Description



**NOT FOR CONSTRUCTION**

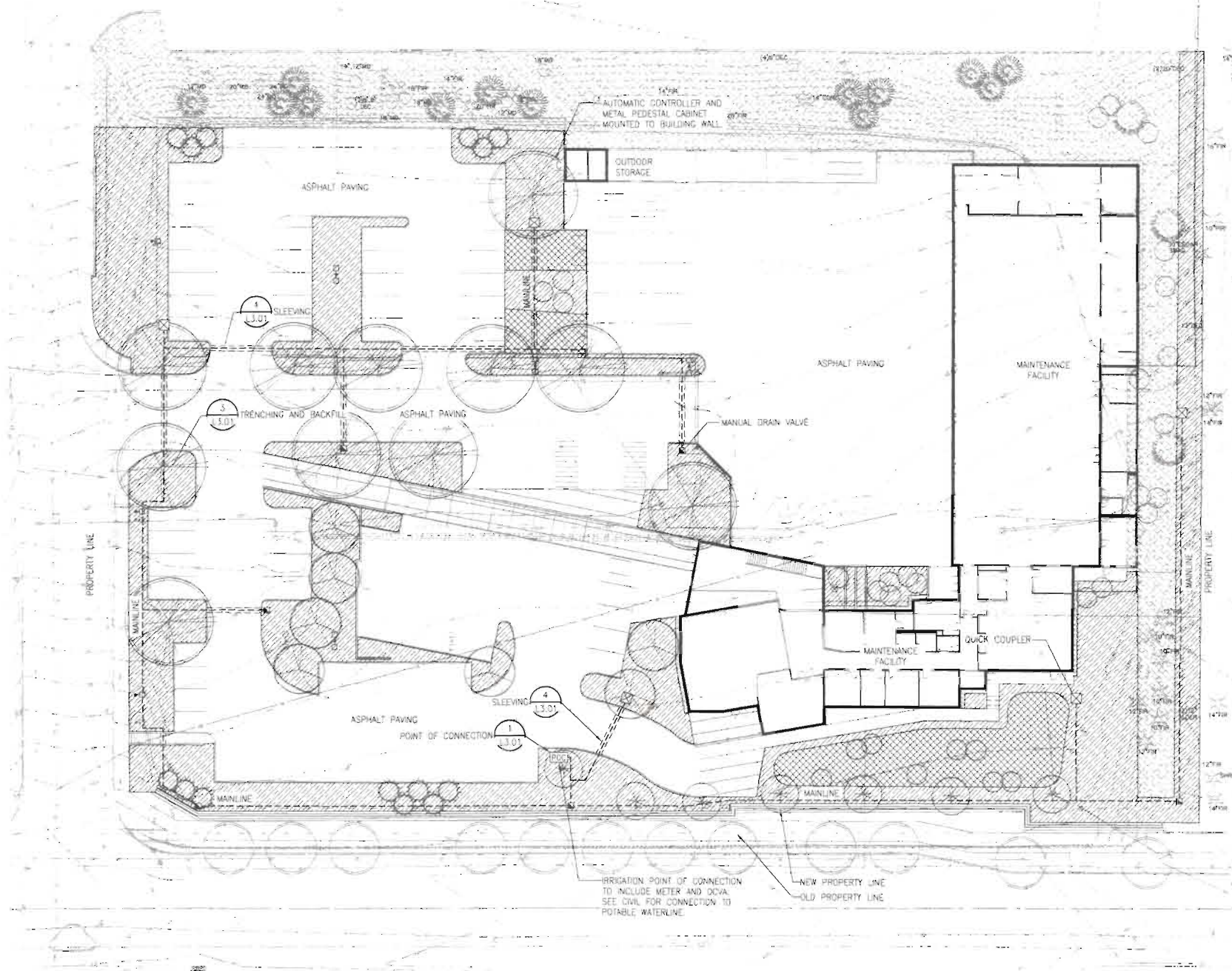
**Bellevue School District Transportation Maintenance Facility**

2001 10 10 11:00 AM  
11-04-01  
11-04-01  
11-04-01  
11-04-01

**SITE DETAILS**  
**Received**  
**JAN 11 2013**

**L2.01**  
**Processing**

95% LAND USE REF. SUBMITTAL



SYMBOL	DESCRIPTION
POC	POINT OF CONNECTION: INCLUSIVE OF 12" METER, 1 1/2" FEBCO (CVA, FLOW SENSOR, QUICK COUPLER AND MASTER VALVE).
C	AUTOMATIC CONTROLLER
MDV	MANUAL DRAIN VALVE
MI	MAINLINE ISOLATION VALVE
QCV	QUICK COUPLER VALVE
SWP	SOLVENT WELD PVC MAINLINE
SSW	SOLVENT WELD PVC SLEEVING, 2 TIMES LARGER THAN PIPE INSIDE.
PSI	POP-UP SPRAY IRRIGATION
BGI	BELOW GRADE DRIPLINE IRRIGATION
TI	TEMPORARY IRRIGATION

#### STANDARD IRRIGATION NOTES:

- SCOPE OF WORK: INSTALLATION OF A FULLY AUTOMATIC IRRIGATION SYSTEM TO PROVIDE IRRIGATION TO ALL SCHEDULED AREAS (SHOWN ON PLANS), WARRANTY AND MAINTENANCE.
- PRIOR TO COMMENCEMENT OF THE WORK, SCHOOL DISTRICT FACILITIES STAFF, A/E, GENERAL CONTRACTOR AND IRRIGATION SUBCONTRACTOR SHALL MEET ON-SITE FOR PRE-INSTALLATION CONFERENCE. SEE SPECIFICATION SECTION 328000.
- SEE SECTION 015610 FOR TREE PROTECTION. MAINTAIN CONSTRUCTION ACTIVITY WITHIN CLEARING LIMITS.
- WORK AND MATERIALS SHALL BE IN ACCORDANCE WITH THE LATEST RULES, REGULATIONS, AND OTHER APPLICABLE STATE OR LOCAL LAWS. NOTHING IN THE CONTRACT DOCUMENTS IS TO BE CONSTRUED TO PERMIT WORK NOT CONFORMING TO THESE CODES.
- INSTALLATION AND MAINTENANCE OF IRRIGATION SYSTEM SHALL BE PER BEST MANAGEMENT PRACTICES PER IRRIGATION ASSOCIATION - WWW.IRRIGATION.ORG
- CONTRACTOR SHALL INSTALL ABOVE GROUND TEMPORARY IRRIGATION. TEMPORARY IRRIGATION ZONES ARE TO BE FULLY AUTOMATIC, WITH IMPACT ROTORS AND RISER TO BE ATTACHED TO REBAR FOR STABILITY. LAYOUT OF HEADS TO PROVIDE ADEQUATE COVERAGE. TO ENSURE ESTABLISHMENT OF PLANTED AREAS, CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVAL OF TEMPORARY IRRIGATION AT THE END OF THE WARRANTY PERIOD, AND CAPPING ALL ASSOCIATED ZONE VALVES AND PIPING.
- IRRIGATION SYSTEM ENGINEERED BASED ON 75 PSI RESIDUAL PRESSURE AT THE POINT OF CONNECTION (POC). CONTRACTOR REQUIRED TO TEST PRESSURE AT POC PRIOR TO SYSTEM INSTALLATION. TEST RESULTS TO BE SUBMITTED TO LANDSCAPE ARCHITECT. CONTRACTOR SHALL SIZE BOOSTER PUMP TO ACHIEVE REQUIREMENTS PER CONTRACT DOCUMENTS, BASED ON POC PRESSURE TEST.
- SEE SHEET L3.01 FOR LOCATION OF CONTROLLER. CONTROLLER TO BE WALL-MOUNTED ON EXTERIOR WALL OF STORAGE AREA.
- SYSTEM TO INCLUDE AN AUTOMATIC RAIN SHUT-OFF DEVICE. SEE SECTION 328000 PART 2 FOR PRODUCT REQUIREMENTS.
- DUE TO THE SCALE OF DRAWINGS, IT IS NOT POSSIBLE TO INDICATE ALL OFFSETS, FITTING, SLEEVES, ETC. WHICH MAY BE REQUIRED. THE CONTRACTOR SHALL CAREFULLY INVESTIGATE THE STRUCTURAL AND FINISHED CONDITIONS AFFECTING ALL WORK AND PLAN ACCORDINGLY. DRAWINGS ARE GENERALLY DIAGRAMMATIC AND INDICATIVE OF THE WORK TO BE INSTALLED. THE WORK SHALL BE INSTALLED IN SUCH A MANNER AS TO AVOID CONFLICTS BETWEEN THE IRRIGATION SYSTEM, PLANTING AND ARCHITECTURAL FEATURES.
- IRRIGATION PLAN IS DIAGRAMMATIC. IRRIGATION LINES SHOWN IN PAVING PARALLEL TO PLANTING BEDS SHALL BE LOCATED IN ADJACENT TO PAVING, IRRIGATION LINES AND WIRING UNDER PAVEMENT SHALL BE SLEEVED.
- PROVIDE AUTOMATIC VALVE WITH PRESSURE REGULATION, FILTRATION AND DECODERS FOR ALL DRIP IRRIGATION ZONES. MAXIMUM INLET PRESSURE FOR DRIP ZONES TO BE 40 PSI.
- PROVIDE ONE ZONE ISOLATION VALVE BEFORE EACH AUTOMATIC ZONE VALVE FOR MAINTENANCE.
- ALL AUTOMATIC VALVES TO BE PROPERLY ADJUSTED FOR CORRECT OPERATING PRESSURE, USING FACTORY PRS KIT.
- LOCATE VALVES AND QUICK COUPLERS IN BEDS AT LEAST 24-INCHES OFF HARDSCAPE EDGES.
- COORDINATE WITH CIVIL, MECHANICAL AND ELECTRICAL CONTRACTORS.
- WARRANTY PERIOD - SEE SECTION 328000
- AN IRRIGATION AUDIT IS REQUIRED PER BELLEVUE WATER ENGINEERING STANDARDS W3-13.01. SEE SECTION 328000 PART 3 FOR AUDIT REQUIREMENTS AND "IRRIGATION SYSTEM AUDIT CERTIFICATION" FORM.



**CONSULTANT:** STRUCTURAL & CIVIL  
NAME: Steve Wirth Architects  
ADDRESS: 413 New Street, 2nd Floor  
Seattle, WA 98101  
PHONE: 206-461-1111  
FAX: 206-461-1112

**CONSULTANT:** MECHANICAL  
NAME: Targa Engineers  
ADDRESS: 100 Stewart Street, 2nd Floor  
Seattle, WA 98101  
PHONE: 206-448-1175  
FAX: 206-448-1176

**CONSULTANT:** ELECTRICAL  
NAME: Lufft Engineers Inc.  
ADDRESS: 1501 7th Ave, 2nd Floor  
Seattle, WA 98101  
PHONE: 206-421-0111  
FAX: 206-424-3775

**CONSULTANT:** ANSCAP  
NAME: Anscap Design Collaborative  
ADDRESS: 411 Fremont Ave, 2nd Floor  
Seattle, WA 98101  
PHONE: 206-424-1111  
FAX: 206-424-1112

**CONSULTANT:** NAME: ADDRESS: PHONE: FAX:

Revision Schedule
NO. Date Description



**NOT FOR CONSTRUCTION**

**Bellevue School District Transportation Maintenance Facility**

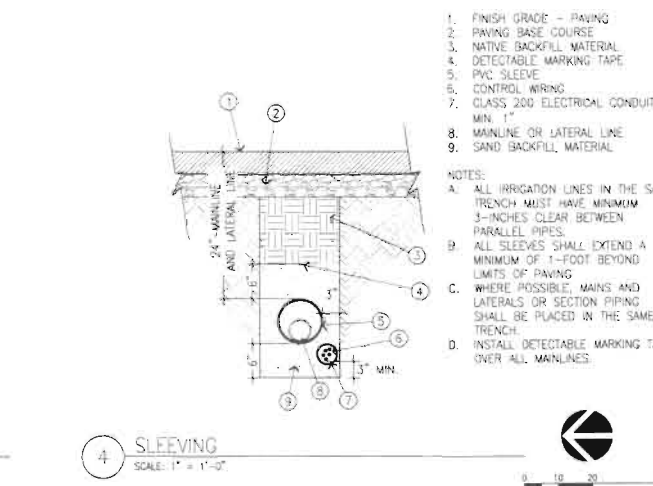
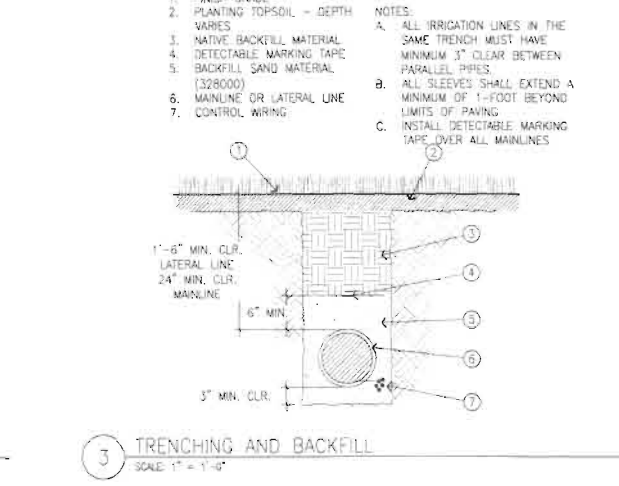
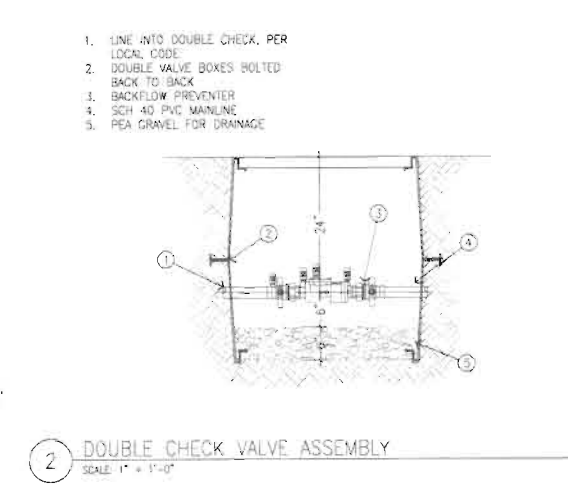
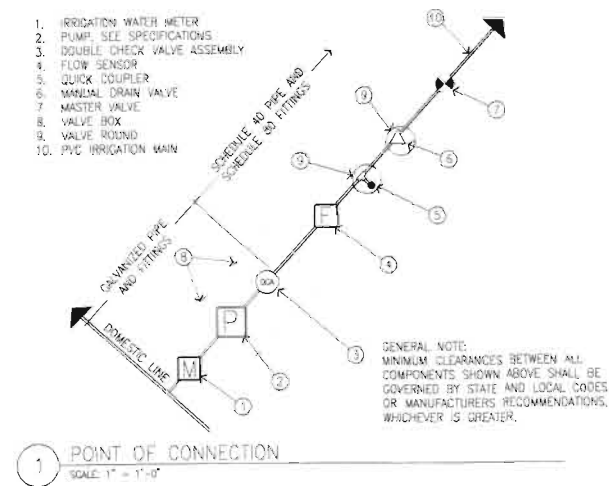
12031 NE 8TH STREET  
SEATTLE, WA 98108

PROJECT NUMBER: 11044  
ISSUE DATE: 1/10/11  
DRAWN BY: DR  
CHECKED BY: KK

**IRRIGATION PLAN**

**JAN 11 2013**

**L3.01**



95% LAND USE RESUBMITTAL







1. GUY TRUNK TO STAKE PER SPECIFICATIONS
2. 2" X 2" X 10' PRE-STAINED STAKE, CUT TOP OF STAKE
3. 6" BERM
4. 3" MIN. COMPOST MULCH LAYER ~ DO NOT PLACE MULCH DIRECTLY AGAINST TREE TRUNK
5. TOP OF ROOTBALL GROWING TO BE SLIGHTLY ABOVE GRADE PLANTING SITE
6. CUT AND REMOVE TOP 12" OF BURRAP, CUT TO 1/2" D. GROUND, 18" FROM BASKET
7. BACKFILL WITH SOIL FROM PIT EXCAVATION
8. WATER SETTLE SOIL AFTER PLANTING
9. ROUGHEN SIDES AND BOTTOM OF THE HOLE
10. PREPARED SUBGRADE AND PLANTING SOIL PER SPECIFICATIONS (329100/029100)
11. RETAIN UNDISTURBED NATIVE SOIL OR COMPOST OVER BED SUBGRADE FOR 1" BASE
12. WHEN PLANTING TREES WITHIN PLANTING BED, EXTEND COMPOST MULCH TO EDGE OF BED.
13. BRANCHING HEIGHT PER PLANT SCHEDULE.

**NOTE**

- DO NOT PLANT IN WET CONDITIONS. PROVIDE DRAINAGE FROM EACH PLANTING PIT IF NECESSARY.
- PHOTOGRAPH PLANTING PIT WITH BURLAP, WIRE, ETC. LAID FLAT AT BOTTOM OF PIT.



1. GUY TRUNK TO STAKE WITH #12 GALVANIZED WIRE AND 1/2" DIAMETER RUBBER HOSE.
2. 2" X 2" X 10' REE-POSTED STAKE. CUT TOP OF STAKE 6" BELOW.
3. 3" MIN. COMPOST MULCH LAYER - DO NOT PLACE MULCH DIRECTLY AGAINST TREE TRUNK 6" DIA. CIRCLE OF MULCH AROUND TREE.
4. TOP OF ROOTBALL FREE TO BE SLIGHTLY ABOVE GRADE OF PLANTING SITE.
5. CUT AND REMOVE TOP 12" OF BURIAL. CUT AND FOLD DOWN ANY WIRE BASKET.
6. BACKFILL WITH SOIL FROM PIT EXCAVATION. WATER SETTLE SOIL AFTER PLANTING.
7. ROUGHEN SIDES AND BOTTOM OF THE HOLE.
8. PREPARED SUBGRADE FOR PLANTING SOIL (SEC 329100).
9. RETAIN UNDISTURBED NATIVE SOIL OR COMPACT PREPARED SUBGRADE FOR FIRM BASE.
10. WHEN PLANTING TREES WITHIN PLANTING BED, EXTEND COMPOST MULCH TO EDGE OF BED.

**NOTES**

- A. DO NOT PLANT IN WET CONDITIONS. PROVIDE DRAINAGE FROM EACH PLANTING PIT IF NECESSARY.
- B. CONIFEROUS TREES PLANTED IN LAWN AREAS TO HAVE 4" DIAMETER COMPOST MULCH CIRCLE, CENTERED ON TRUNK.
- C. DO NOT ADD FERTILIZER FOR DOUGLAS FIR, HEMLOCK OR WESTERN RED CEDAR TREES. ADD 1 C.F. OF COARSE MEDIUM BARK FROM DOUGLAS FIR OR HEMLOCK TO PIT.



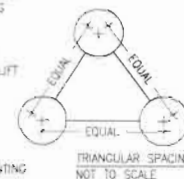
1. 3" MIN COMPOST MULCH - FEATHER BACK FROM STEM
2. PREPARED PLANTING SOIL
3. CUT AND REMOVE TOP 12" OF BURLAP
4. PLACE ROOTBALL CROWN LEVEL WITH PLANTING SITE
5. ROUGHEN SIDES AND BOTTOM OF HOLE
6. COMPACT SOIL FOR FIRM BASE
7. PREPARED SUBGRADE AND PLANTING SOIL (SEC 02910/329100)
8. WHEN PLANTING SHRUBS WITHIN PLANTING BED, EXTEND COMPOST MULCH TO EDGE OF BED
9. 6" BERM AROUND PLANTING PIT

**NOTE**  
A. DO NOT PLANT IN WET CONDITIONS. PROVIDE DRAINAGE FROM EACH PLANTING PIT IF NECESSARY.

1. PRE-CONSTRUCTION MEETING REQUIRED PRIOR TO COMMENCEMENT OF PLANTING OPERATIONS TO REVIEW CONDITIONS AND IDENTIFY COORDINATION REQUIREMENTS.
2. CONTRACTOR SHALL BE RESPONSIBLE FOR FAMILIARITY WITH ALL UNDERGROUND UTILITIES, PIPES AND STRUCTURES. CONTRACTOR SHALL TAKE SOLE RESPONSIBILITY FOR ANY COST INCURRED DUE TO DAMAGE OF SAID UTILITIES. VERIFY ALL UTILITY LOCATIONS, PADS, AND APPURTENANCES PRIOR TO PLANTING ACTIVITY. DO NOT BLOCK ACCESS TO UTILITY STRUCTURES. IDENTIFY DISCREPANCIES IMMEDIATELY TO LANDSCAPE ARCHITECT.
3. ESTABLISH SUB-GRADE ELEVATIONS THAT WILL ACCOMMODATE FULL PLANTING SOIL DEPTHS SHOWN ON SOIL DEPTHS PLAN AND IN SPECIFICATIONS. ACCOMMODATE DEPTHS TO ALLOW FOR COMPOST ADDED FOR SUBGRADE PREPARATION AND SUBGRADE OPERATIONS.
4. SUB-GRADE PREPARATION FOR PLANTING BEDS AND SEEDBED AREAS SHALL BE AS FOLLOWS:
  - A. RIP SUB-GRADE TO A DEPTH OF 12"
  - B. REMOVE COBBLES, ROCKS, CONCRETE, ASPHALT AND OTHER DEBRIS OVER 1" IN DIA.
  - C. FILL IN 2.5 INCHES OF ORGANIC COMPOST INTO SUB-GRADE TO A DEPTH OF EIGHT (8) INCHES. TILLING THE COMPOST INTO THE SOIL SHALL BE ACCOMPLISHED BY TILLING IT TWICE, THE SECOND TIME PERPENDICULAR TO THE FIRST.
5. ALL LANDSCAPE AREAS SHALL RECEIVE DEPTH OF PREPARED PLANTING SOIL PER SPECIFICATIONS (02310/329113) AND SOIL DEPTHS PLAN. PLANTING SOIL SHALL BE PLACED IN TWO EQUAL LIFTS. THE FIRST LIFT SHALL BE ROTOTILLED INTO PREPARED SUBGRADE TO A MINIMUM 8" DEPTH. ALL AREAS SHALL BE FINAL GRADED TO AVOID HIGH OR LOW SPOTS, AND PROVIDE POSITIVE DRAINAGE.
6. ALL PLANT MATERIAL SHALL BE NURSERY GROWN (NOT FIELD COLLECTED), CONTAINERIZED OR BALLED AND BURLAPPED. PROVIDE ONLY SOUND, HEALTHY, VIGOROUS PLANTS, FREE OF DEFECTS, DISEASE, AND ALL FORMS OF INFESTATION. MEASUREMENTS, CALIPER, BRANCHING, GRADING QUALITY, BAILING AND BURLAPPING PLANT MATERIAL SHALL CONFORM TO MINIMUM STANDARDS OF ANSI Z60.1, LATEST EDITION.
7. ALL CONTAINER GROWN NURSERY STOCK SHALL BE HEALTHY, VIGOROUS, WELL-ROOTED, AND ESTABLISHED IN THE CONTAINER IN WHICH IT IS GROWN. NURSERY STOCK SHALL HAVE A WELL-ESTABLISHED ROOT SYSTEM REACHING THE SIDES OF THE CONTAINER TO MAINTAIN A FIRM BALL WHEN THE CONTAINER IS REMOVED, BUT SHALL NOT HAVE EXCESSIVE ROOT GROWTH ENCODING THE INSIDE OF THE CONTAINER.
8. PRIOR TO INSTALLATION, ALL PLANT MATERIAL PROPOSED FOR USE ON THE PROJECT SHALL BE APPROVED BY THE LANDSCAPE ARCHITECT AT THE TIME OF DELIVERY TO THE SITE FOR CONFORMANCE WITH THE REQUIREMENTS OF THE PLANT SCHEDULE, PLANT SPECIFICATIONS, AND STORAGE AND HANDLING REQUIREMENTS. CONTRACTOR IS TO PROVIDE A MINIMUM OF TWO WEEKS NOTICE PRIOR TO DELIVERY TO THE LANDSCAPE ARCHITECT.
9. LAYOUT OF PLANTING BEDS AND PLACEMENT OF TREES, SHRUBS, GROUNDCOVERS, SHALL BE APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
10. TREES SHALL BE PLACED FIRST, THEN SHRUBS, AND THEN GROUNDCOVERS. TREES SHALL BE STAKED OR GUYED PER DETAILS WITHIN 24 HOURS OF INSTALLATION. TREE TRUNKS SHALL BE LOCATED NO CLOSER THAN 1' FROM BUILDING WALLS. SHRUBS SHALL BE LOCATED SO THAT AT MATURITY THERE WILL BE A MINIMUM 3' CLEAR TO BUILDING WALL.
11. THE CONTRACTOR SHALL BE RESPONSIBLE FOR FINAL COMPLETE PLANT COUNTS TO COVER AREAS AT THE SPECIFIED SPACING.
12. STREET TREES SHALL BE INSTALLED IN COMPLIANCE WITH CITY PLANTING PROCEDURES. TREES MUST BE LOCATED A MINIMUM OF 24" INCHES FROM FACE OF CURB, 3 FEET FROM UNDERGROUND UTILITY LINES. CONTRACTOR MUST CALL (1-800-424-5555) 72 HOURS IN ADVANCE FOR UNDERGROUND UTILITY LOCATIONS.
13. DURING INSTALLATION NOTIFY THE OWNER'S REPRESENTATIVE OF ANY CONDITIONS THAT MAY BE HARMFUL TO PLANT LIFE, SUCH AS, POOR DRAINAGE, HAZARDOUS MATERIALS, ETC. MAKE RECOMMENDATIONS TO ADDRESS THE SPECIFIC SITUATION IMMEDIATELY TO THE OWNER'S REPRESENTATIVE.
14. UPON COMPLETION OF PLANT INSTALLATION, APPLY COMPOST MULCH TO ALL PLANTING BEDS AND TREE PITS. TREE AND SHRUB AREAS SHALL RECEIVE THREE (3) INCHES AND GROUNDCOVER AREAS SHALL RECEIVE TWO (2) INCHES OF COMPOST MULCH. FINELY GRADE MULCH AWAY FROM TREE TRUNKS AND SHRUB STEMS. DO NOT PLACE MULCH DIRECTLY AGAINST TREE TRUNKS OR STEMS. MATCH FINISH SURFACE OF COMPOST MULCH WITH ADJACENT FINISH GRADES. SEE NOTE BELOW FOR REQUIREMENTS FOR SECOND MULCH APPLICATION.
15. FINISH GRADE (TOP OF MULCH) IN PLANTING BEDS AND FINISH GRADE OF TURF SHALL BE 1/2" BELOW TOP OF HEADER, WALL, CURB, OR FINISHED SURFACE OF ADJACENT WALK OR PAVED AREA.
16. ALL AREAS OF BARE SOIL OR AREAS IMPACTED BY VEHICULAR USE OF ANY KIND, OR STORAGE OF MATERIALS OUTSIDE OF THE CLEARING LIMITS SHALL RECEIVE FULL SUBGRADE PREPARATION, INCLUDING COMPOST AMENDMENTS AND SHALL RE-ESTABLISH FINAL DESIGN CONDITION AND SHALL BE AT CONTRACTOR'S COST.
17. DECIDUOUS TREES LOCATED WITHIN PARKING LOT LANDSCAPE ISLANDS SHALL BE PRUNED AT THE END OF THE WARRANTY PERIOD TO MAINTAIN A SEVEN-FOOT CLEARANCE FROM THE GROUND.
18. THE CONTRACTOR SHALL BEGIN MAINTENANCE IMMEDIATELY FOLLOWING INSTALLATION. THE CONTRACTOR SHALL MAINTAIN THE PLANTED AREAS FOR THE LENGTH OF TIME SPECIFIED IN PLANTS SPECIFICATIONS SECTION AFTER ACHIEVING COMPLETION OF PLANTING. SUBMIT MONTHLY WRITTEN REPORT OF MAINTENANCE ACTIVITIES.
19. PLANT ESTABLISHMENT PROCEDURES SHALL INCLUDE WATERING, PROTECTION FROM INSECTS OR DISEASE, WEEDING, PRUNING, MOWING, AND OTHER ACTIVITIES AS MAY BE REQUIRED AND AS IDENTIFIED IN SECTION 329300 AND OTHER RELATED SECTIONS. CONTRACTOR SHALL IMMEDIATELY REPLACE ANY PLANT MATERIALS THAT ARE NOT VIGOROUS OR DETERMINED BY SIZE AND SPACING. TREE STAKES SHALL BE KEPT SECURE AT ALL TIMES. DEFECTIVE MATERIALS AS DETERMINED BY THE LANDSCAPE ARCHITECT SHALL BE REPLACED IMMEDIATELY WITH PLANT MATERIALS OF THE SAME SPECIES AT A SIZE TO MATCH EXISTING ADJACENT MATERIALS.
20. UPON COMPLETION OF THE WARRANTY/PLANT ESTABLISHMENT PERIOD, APPLY BARK MULCH (PER SECTION 329300) TO ALL PLANTED AREAS EXCEPT FOR THE RAINGARDEN/BIORETENTION AREAS. RAINGARDEN/BIORETENTION AREAS SHALL RECEIVE COMPOST MULCH PER SECTION 329300.
21. UPON COMPLETION OF THE WARRANTY PERIOD, THE CONTRACTOR SHALL SUBMIT A WRITTEN REQUEST FOR FINAL INSPECTION TO THE LANDSCAPE ARCHITECT. AN INSPECTION SHALL BE CONDUCTED WITH THE LANDSCAPE ARCHITECT AND THE CONTRACTOR PRESENT, AND FOLLOWING REPLACEMENT OR REPAIR OF DEFICIENT ITEMS NOTED IN THE INSPECTION, A NOTIFICATION OF ACCEPTANCE OF ALL WORK SHALL BE ISSUED BY THE LANDSCAPE ARCHITECT TO THE CONTRACTOR.

1. SPACE GROUND COVER AS INDICATED ON PLANTING PLAN, TRIANGULAR SPACING
2. COMPOST MULCH, DEPTH (SEC 329100/02910)
3. PREPARED SUBGRADE, DEPTH (SEC 329100/02910). ROTOTILLED FIRST LIFT OF PLANTING SOIL INTO PREPARED SUBGRADE
4. UNDISTURBED SUBGRADE

NOTE  
A. DO NOT PLANT IN WET CONDITIONS.  
PROVIDE DRAINAGE FROM EACH PLANTING  
PIT IF NECESSARY



1. MINIMUM 3 NODES ABOVE GROUND
2. MINIMUM 6 NODES UNDERGROUND
3. SQUARE CUT ON TOP
4. ANGLE CUT 30 DE BOTTOM
5. TAMP SOIL AND COMPOST MULCH AROUND CUTTING
6. PRE-DIG HOLES WITH POLE IF EXISTING SOIL IS TOO HARD FOR EASY INSERTION
7. CUTTINGS TO BE PLANTED PERPENDICULAR TO GROUND SURFACE

NOTE  
A. CUTTINGS TO BE BETWEEN 3/4" AND 1-1/2" IN DIAMETER.

1. LAWN/MEADOW GRASS
2. TOP OF COMPOST MULCH IN PLANT BED
3. PREPARED SUBGRADE (SEC 329100)



STEVEN M. WEISS  
ARCHITECTS

CONSULTANT:	216-237-8610, ext. 179
NAME:	Georgina Lippert & Lippert
ADDRESS:	1111 N. 1st St., Suite 200
	Seattle, WA 98101
PHONE:	(206) 343-0442
FAX:	(206) 481-9991
CONSULTANT:	HMC-BENICAL
NAME:	Benical, Inc.
ADDRESS:	10000 1st Avenue, Suite 200
	Seattle, WA 98101
PHONE:	(206) 444-3379
FAX:	(206) 444-6640
CONSULTANT:	Furtak-Walsh
NAME:	Furtak-Walsh Consulting, Inc.
ADDRESS:	6101 9th Ave. S.W. #20
	Seattle, WA 98101
PHONE:	(206) 341-6072
FAX:	(206) 341-1779
CONSULTANT:	ARCOSCAN
NAME:	Carroll/Alford Gilchrist
ADDRESS:	111 Western Ave. Ste 21
	Seattle, WA 98101
PHONE:	(206) 426-4111
FAX:	(206) 426-4111

CONTRACTANT:  
NAME:  
ADDRESS:  
PHONE:  
CITY:

Revision Schedule		
NO.	Date	Description



NOT FOR  
CONSTRUCTION

**Bellevue  
School District  
Transportation  
Maintenance  
Facility**

12055 RD 5TH STREET  
BELLEVUE, WA 98005

441022Z NLN0000000  
 00000000000000000000  
 00000000000000000000  
 00000000000000000000

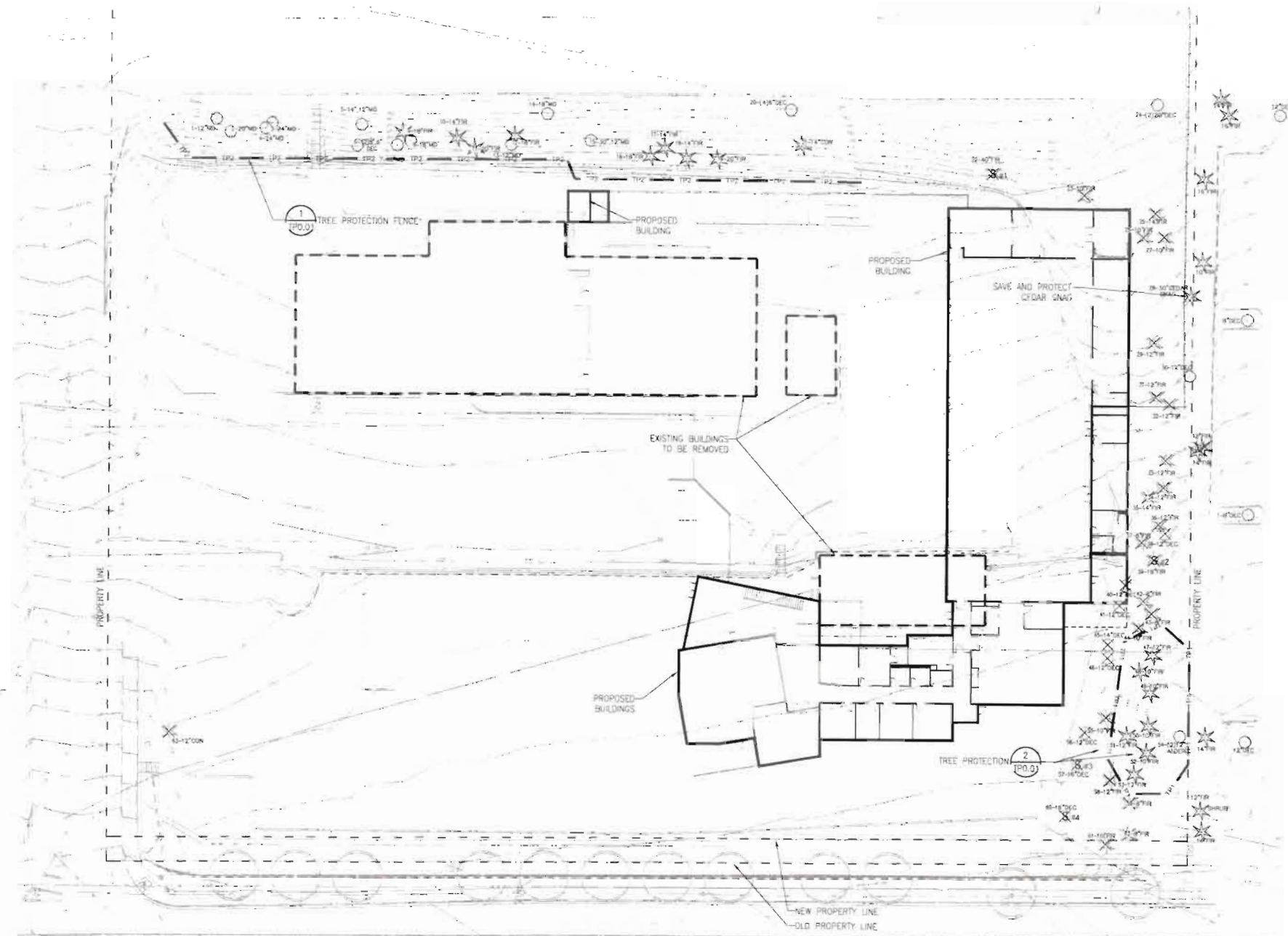
### PLANTING DETAILS:

Received

**L4:02**

Permit Processing

## DISCUSSION AND CONCLUSIONS



TREE SALVAGE, CUT AND  
SAVE/PROTECT TABLE

#	TYPE	DBH	TREATMENT	DBH SAVED/PROT.	DBH CUT/SALV.
1	MADRONE	12"	SAVE/PROTECT	12"	
2	MADRONE	20"	SAVE/PROTECT	20"	
3	MADRONE	24"	SAVE/PROTECT	24"	
4	MADRONE	24"	SAVE/PROTECT	24"	
5	MADRONE	12"/14"	SAVE/PROTECT	26"	
6	DECID	6"-8"	SAVE/PROTECT	6"	
7	MADRONE	18"	SAVE/PROTECT	18"	
8	MADRONE	18"	SAVE/PROTECT	18"	
9	FIR	18"	SAVE/PROTECT	18"	
10	FIR	14"	SAVE/PROTECT	14"	
11	FIR	20"	SAVE/PROTECT	20"	
12	FIR	18"	SAVE/PROTECT	18"	
13	MADRONE	12"	SAVE/PROTECT	12"	
14	MADRONE	18"	SAVE/PROTECT	18"	
15	MADRONE	30"/12"	SAVE/PROTECT	42"	
16	FIR	18"	SAVE/PROTECT	18"	
17	FIR	14"	SAVE/PROTECT	14"	
18	FIR	14"	SAVE/PROTECT	14"	
19	FIR	20"	SAVE/PROTECT	20"	
20	DECID	(4) 6"	SAVE/PROTECT	24"	
21	CONIFER	14"	SAVE/PROTECT	14"	
22	FIR	40"	CUT/SALVAGE		40"
23	FIR	10"	CUT		10"
24	DECID	(2) 20"	SAVE/PROTECT	40"	
25	FIR	14"	CUT		14"

26	FIR	10"	CUT		10"
27	FIR	10"	CUT		10"
28	REDAN (SHAM)	30"	SAVE/PROTECT	30"	
29	FIR	12"	CUT		12"
30	DECID	12"	SAVE/PROTECT	12"	
31	FIR	12"	CUT		12"
32	FIR	12"	CUT		12"
33	FIR	12"	CUT		12"
34	FIR	12"	CUT		12"
35	FIR	14"	CUT		14"
36	FIR	12"	CUT		12"
37	FIR	8"	CUT		8"
38	DECID	10"	CUT		12"
39	FIR	18"	CUT/SALVAGE		18"
40	DECID	12"	CUT		12"
41	DECID	12"	CUT		12"
42	FIR	8"	CUT		8"
43	FIR	8"	CUT		8"
44	FIR	10"	CUT		10"
45	DECID	14"	CUT		14"
46	DECID	12"	CUT		12"
47	FIR	12"	SAVE/PROTECT	12"	
48	FIR	10"	SAVE/PROTECT	10"	
49	FIR	10"	SAVE/PROTECT	10"	
50	FIR	10"	SAVE/PROTECT	10"	

51	FIR	12"	SAVE/PROTECT	12"	
52	FIR	10"	SAVE/PROTECT	10"	
53	FIR	12"	SAVE/PROTECT	12"	
54	ALDER	(2) 12"	SAVE/PROTECT	24"	
55	FIR	10"	CUT		10"
56	DECID	12"	CUT		12"
57	DECID	16"	CUT/SALVAGE		16"
58	FIR	12"	CUT		12"
59	FIR	8"	CUT		8"
60	DECID	16"	CUT/SALVAGE		16"
61	FIR	10"	CUT		10"
62	FIR	8"	CUT		8"
63	CONIFER	12"	CUT		12"
TOTALS		SAVE/PROTECT	32	566"	386"
		CUT/SALVAGE	4	50"	50"
		CUT	27	506"	506"

NOTE: WHERE ONE TREE HAS  
MULTIPLE TRUNKS WITH SEPARATE  
DIAMETERS, CALCULATIONS ARE  
BASED ON THE SUM OF THOSE  
DIAMETERS

#### CODE REQUIREMENTS

20.20.900.02a  
RETENTION OF SIGNIFICANT TREES WITHIN SITE INTERIOR  
IN AREAS OF THE SITE OTHER THAN THE REQUIRED PERIMETER  
LANDSCAPING AREA, THE APPLICANT MUST RETAIN AT LEAST 12%  
OF THE DIAMETER VOLUMES OF THE SIGNIFICANT TREES WHICH  
WILL NOT CONSTITUTE A SAFETY HAZARD

PROVIDED: 52% RETENTION OF TOTAL TREE DIAMETER

#### NOTES:

- TREE PROTECTION AREA SHALL BE DEFINED AS A CIRCULAR AREA WHICH HAS A RADIUS OF 12" TO EVERY INCH DIAMETER OF TRUNK PER CALIPER INCH. REMOVE FENCE ONLY AFTER ALL CONSTRUCTION IS COMPLETE.
- DO NOT USE AREA BEYOND THE CLEARING LIMITS FOR ANY REASON. USE OF THE AREA WITHIN THE FENCE SHALL BE ONLY AS APPROVED BY OWNER.
- CONTROL SOIL MOISTURE WITHIN THE TREE PROTECTION AREA. PREVENT FLOODING OF THE SOIL AND PROTECT ROOT AREAS FROM RUNOFF FROM CEMENT, OIL AND ALL OTHER CONTAMINANTS.
- DO NOT ALTER GRADES WITHIN TREE PROTECTION AREA.
- THE FOLLOWING STEPS SHALL BE IMPLEMENTED FOR REMOVAL OF TREES WITHIN THE CRITICAL ROOT ZONE OF TREE TO REMAIN:
  - REMOVE TREE BRANCHES TO AVOID DAMAGE TO THE CANOPY OF TREES TO REMAIN.
  - NO MACHINERY SHALL BE USED FOR TREE REMOVAL, EXCEPT FOR TRANSPORTING OF TREES.
  - GRIND STUMPS TO 6" BELOW FINISH GRADE. DO NOT EXCAVATE.
- CUT OFF ROOTS CLEANLY WITH APPROPRIATE TOOL WHEN ROOTS ARE EXPOSED DUE TO APPROVED DEMOLITION ACTIVITIES. AVOID ALL TEARS AND BREAKS IN ROOT SURFACES. DURING THE TIME OF EXPOSURE KEEP ROOTS MOIST WITH WET MULCH, COMPOST OR TOPSOIL. HAND DIG TRENCHES IN AREAS WITH EXTENSIVE ROOTS. LEAVE INTACT AND UNDAMAGED ROOTS LARGER THAN THREE INCHES IN DIAMETER. PLACE UTILITY CONDUIT EITHER UNDER ROOTS BY TUNNELING OR OVER ROOTS WITH 18" MINIMUM BEDDING.
- CONTRACTOR SHALL PAY THE OWNER DAMAGES FOR EVERY TREE LOST OR IN THE OPINION OF A CERTIFIED ARBORIST IRREPARABLY DAMAGED AS A RESULT OF FAILURE TO PROTECT OR TO ADEQUATELY MAINTAIN EXISTING TREES.
- DAMAGES TO BE PAID BY CONTRACTOR TO THE OWNER SHALL BE PER SECTION 01-56-39.
- SALVAGE TREES INDICATED ABOVE AND CUT IN LENGTHS OF 18'-10" OR 16'-10". STORE ON SITE SEPARATE FROM OTHER WOOD OR TREE WASTE.

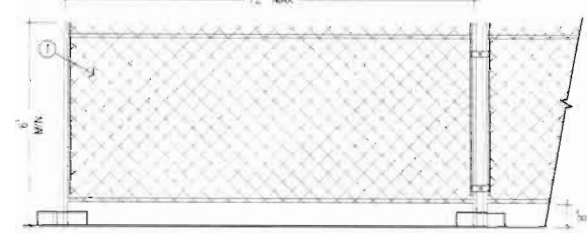
#### TREE PROTECTION LEGEND

- INNER CRITICAL ROOT ZONE & OUTER CRITICAL ROOT ZONE
- CITY STREET TREE, BY OTHERS
- TREE PROTECTION FENCE - PHASE 1  
SEE TREE PROTECTION FENCE DETAIL
- TREE PROTECTION FENCE - PHASE 2  
SEE TREE PROTECTION FENCE DETAIL
- REMOVE TREE
- CUT AND SALVAGE TREE, RETURN TO OWNER [TOTAL=4]

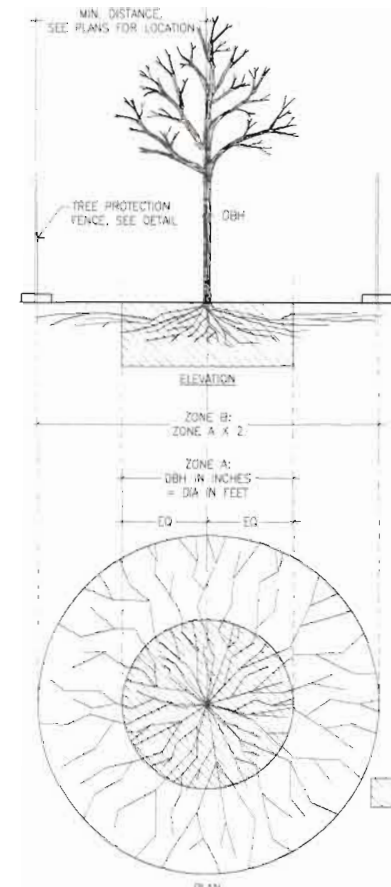
- CONSTRUCTION FENCE, SEE CIVIL (CHAIN LINK FABRIC TO BE MIN. 11 GAUGE, GALVANIZED NO RUSTED OR EXCESSIVELY MALFORMED FABRIC.)

#### NOTES:

- PROVIDE CONSTRUCTION WARNING SIGNAGE 50' O.C. ALONG FENCING INSTALLATION PER SEC 015639.
- WHERE TREE PROTECTION MATCHES CONSTRUCTION LIMITS, USE CIVIL CONSTRUCTION LIMIT FENCE AND DETAIL.
- WHERE TREE PROTECTION IS SEPARATE FROM CONSTRUCTION LIMITS, USE TREE PROTECTION FENCE DETAIL AS SHOWN.



1 TREE PROTECTION FENCE  
SCALE: 1/2" = 1'-0"



2 TREE PROTECTION  
SCALE: 1" = 1'-0"

#### TRENCHING/EXCAVATION

##### ZONE A (INTERIOR CRITICAL ROOT ZONE)

- NO DISTURBANCE ALLOWED WITHOUT SITE-SPECIFIC INSPECTION AND APPROVAL OF METHODS TO MINIMIZE ROOT DAMAGE.
- SEVERANCE OF ROOTS LARGER THAN 2" DIA REQUIRES ARBORIST'S APPROVAL.
- TUNNELING REQUIRED TO INSTALL LINES 3'-0" BELOW GRADE OR DEEPER.

##### ZONE B (OUTER CRITICAL ROOT ZONE)

- OPERATION OF HEAVY EQUIPMENT AND/OR STOCKPILING OF MATERIALS SUBJECT TO ARBORIST'S APPROVAL. SURFACE PROTECTION MEASURES REQUIRED.
- TRENCHING ALLOWED AS FOLLOWS:
  - EXCAVATION BY HAND OR WITH HAND-DRIVEN TRENCHER MAY BE REQUIRED.
  - AIR TRENCHING.
  - LIMIT TRENCH WIDTH. DO NOT DISTURB ZONE A; MAINTAIN 2/3 OR MORE OF ZONE B IN UNDISTURBED CONDITION.
  - OWNER APPROVAL.
  - TUNNELING MAY BE REQUIRED FOR TRENCHES DEEPER THAN 3'-0".

#### FENCING/ROOT PROTECTION

- FENCING TO BE PROVIDED AND MAINTAINED AT LIMITS OF OUTER CRITICAL ROOT ZONE-SEE PLANS FOR LOCATION.
- ARBORIST'S APPROVAL REQUIRED FOR USE/ACCESS WITHIN ZONE B.
- PERMISSION FOR USE/ACCESS REQUIRES SURFACE PROTECTION FOR ALL UNFENCED, UNPAVED SURFACES WITHIN CRITICAL ROOT ZONE.

#### \* SURFACE PROTECTION MEASURES

- TEMPORARY ACCESS: MULCH LAYER, 6"-8" DEPTH, & 3/4" PLYWOOD SHEETS.
- REGULATORY ACCESS: MULCH LAYER, 6"-8" DEPTH, & STEEL PLATES.



CONSULTANT: M+M ARCHITECTS  
NAME: M+M ARCHITECTS  
ADDRESS: 113 West Street, 3rd Floor  
SARASOTA, FL 34236  
PHONE: (941) 554-1000  
FAX: (941) 554-1001

CONSULTANT: M+M ARCHITECTS  
NAME: M+M ARCHITECTS  
ADDRESS: 113 West Street, 3rd Floor  
SARASOTA, FL 34236  
PHONE: (941) 554-1000  
FAX: (941) 554-1001

CONSULTANT: M+M ARCHITECTS  
NAME: M+M ARCHITECTS  
ADDRESS: 113 West Street, 3rd Floor  
SARASOTA, FL 34236  
PHONE: (941) 554-1000  
FAX: (941) 554-1001

CONSULTANT: M+M ARCHITECTS  
NAME: M+M ARCHITECTS  
ADDRESS: 113 West Street, 3rd Floor  
SARASOTA, FL 34236  
PHONE: (941) 554-1000  
FAX: (941) 554-1001

Revision Schedule		
NO.	Date	Description



NOT FOR CONSTRUCTION

Bellevue  
School District  
Transportation  
Maintenance  
Facility

PROJECT NUMBER: 11-04  
DESIGN DATE: 07/01/11  
DRAWN BY: JH  
CHECKED BY: JH

TREE PROTECTION and  
TREE SALVAGE  
PLAN

JAN 11 2013

TPO.01

Processing

95% LAND USE RESUBMITTAL

[illegible]

Leger

DOI: 10.1002/eqm2.12008

## Phase I Site Demolition Notes

1. **QUESTION** Which of the following is not a characteristic of a good research question?  
a. It is clear and specific.  
b. It is measurable.  
c. It is not too broad or too narrow.  
d. It is not researchable.
2. **QUESTION** Which of the following is not a characteristic of a good research question?  
a. It is clear and specific.  
b. It is measurable.  
c. It is not too broad or too narrow.  
d. It is not researchable.
3. **QUESTION** Which of the following is not a characteristic of a good research question?  
a. It is clear and specific.  
b. It is measurable.  
c. It is not too broad or too narrow.  
d. It is not researchable.
4. **QUESTION** Which of the following is not a characteristic of a good research question?  
a. It is clear and specific.  
b. It is measurable.  
c. It is not too broad or too narrow.  
d. It is not researchable.
5. **QUESTION** Which of the following is not a characteristic of a good research question?  
a. It is clear and specific.  
b. It is measurable.  
c. It is not too broad or too narrow.  
d. It is not researchable.
6. **QUESTION** Which of the following is not a characteristic of a good research question?  
a. It is clear and specific.  
b. It is measurable.  
c. It is not too broad or too narrow.  
d. It is not researchable.
7. **QUESTION** Which of the following is not a characteristic of a good research question?  
a. It is clear and specific.  
b. It is measurable.  
c. It is not too broad or too narrow.  
d. It is not researchable.
8. **QUESTION** Which of the following is not a characteristic of a good research question?  
a. It is clear and specific.  
b. It is measurable.  
c. It is not too broad or too narrow.  
d. It is not researchable.
9. **QUESTION** Which of the following is not a characteristic of a good research question?  
a. It is clear and specific.  
b. It is measurable.  
c. It is not too broad or too narrow.  
d. It is not researchable.
10. **QUESTION** Which of the following is not a characteristic of a good research question?  
a. It is clear and specific.  
b. It is measurable.  
c. It is not too broad or too narrow.  
d. It is not researchable.



Revision Schedule		
No.	Date	Description



**DOUGHLIN PORTER LUNDEEN**  
CONSULTING STRUCTURAL AND CIVIL ENGINEERING CORPORATION  
11100 15TH AVENUE, SUITE 200 • 206-343-0460  
SEATTLE, WA 98148 • 206-343-5471

**Bellevue  
School District  
Transportation  
Maintenance  
Facility**

1205 N 5TH STREET  
BELLVALE WA 98005

---

PS TO JC: N  
SLR OAL:  
DE LAY B Y  
CHECK LU BY.

NUMBER: 111141-63  
TH 12/20/97  
5:04:55N  
430-440

DEMOLITION  
PLAN  
JAN 11 2013  
C100-1 Processing

[illegible][illegible][illegible][illegible]

**Stern-Martin**  
ARCHITECTS

11508 5th St. N.  
St. Petersburg, FL 34608  
Phone 407 421-4500  
Fax 407 421-4500  
www.5thst.com

**CONSULTANT:** STRUCTURAL  
NAME: Douglas R. ...  
ADDRESS: 111 ...  
Seattle, WA ...  
PHONE: 206 ...

NAME	(206) 343-1111
COMPANY	4800 1st Ave. S.E.
NAME	Seattle, WA 98148
ADDRESS	Seattle, WA
PHONE	(206) 444-3111
FAX	(206) 444-3111

CONSULTANT	ELECTRONIC
NAME:	Company: IBM
ADDRESS:	625 E. 1st St.
	Seattle, WA
PHONE:	206/427-0100
FAX:	206/427-0100

CONSULT **AMT**  
NAME:  
ADDRESS:  
PHONE:  
CITY:

CONSULTANT:  
NAME:  
ADDRESS:  
PHONE:

Revision		Schedule
No.	Date	Description



**COUGHLIN PORTER LUNDEEN**  
A CONSULTING FIRM OF THE AECOM GROUP  
400 N. 4TH STREET - SUITE 1000  
MINNEAPOLIS, MN 55401  
TEL: 612-338-1000 FAX: 612-338-1001  
WWW.COUGHLINPORTERLUNDEEN.COM

**Bellevue  
School District  
Transportation  
Maintenance  
Facility**

10000 5TH STREET  
 BELLEVILLE MO 63007  
 PROJECT NUMBER: 011044-01  
 ISSUE DATE: 01/20/11  
 DRAWN BY: JES/SM  
 CHECKED BY: JES/SM

TESC  
PLAN

IAN

**C2.00-1**

SCALE.

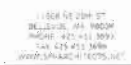


[illegible]

Legend

[illegible]

(b) (5) DPP, (b) (6), (b) (7)(C). Pursuant to Rev. Rul. 85-13, the above information is being furnished to you without charge because it relates to the tax-exempt status of the organization.



<b>CONSULTANT</b>	<b>STRUCTURAL CORP.</b>
<b>NAME</b>	Charles Horton M. Jones
<b>ADDRESS</b>	211 Pine Street, Box 130
	Seattle, WA 98101
<b>PH</b>	(206) 343-0800
<b>FAX</b>	(206) 343-0800
<b>CONSULTANT</b>	<b>SECURITY</b>
<b>NAME</b>	James J. Jones
<b>ADDRESS</b>	400 Stewart Street, Box 10000
	Seattle, WA 98101
<b>PH</b>	(206) 449-1210
<b>FAX</b>	(206) 449-4260
<b>CONSULTANT</b>	<b>ELECTRICAL</b>
<b>NAME</b>	William S. Jones
<b>ADDRESS</b>	1201 First Ave., Box 900
	Seattle, WA 98101
<b>PH</b>	(206) 423-7272
<b>FAX</b>	(206) 424-1773
<b>CONSULTANT</b>	<b>ARCHITECT</b>
<b>NAME</b>	Charles Henry Johnson
<b>ADDRESS</b>	1000 University Street, 210
	Seattle, WA 98101
<b>PH</b>	(206) 424-0114
<b>FAX</b>	(206) 422-8800
<b>CONSULTANT</b>	<b>MECHANICAL</b>
<b>NAME</b>	James Jones
<b>ADDRESS</b>	1000 University Street, 210
	Seattle, WA 98101
<b>PH</b>	(206) 424-0114
<b>FAX</b>	(206) 422-8800

Revision Schedule		
No.	Date	Description



**COUGHLIN/PORTER/LUNDEEN**  
+ COLLEGE INSTRUCTORS, ALL ON A BUDGET. COPIES FOR  
\$1.00. CONTACT: 312.461.1000. 1700 N. LAKE ST., SUITE 100,  
CHICAGO, IL 60610. WWW.CPL-CHICAGO.COM

**Bellevue  
School District  
Transportation  
Maintenance  
Facility**

12035 4E 5TH 678897  
BELL 201E W/ 48000

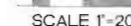
---

240JEL NUR ER: 61144-01  
250UE D: 011011  
DRAWN BY: 556534  
CHECKED BY: 61144-01

## GRADING PLAN

**C3.09-1**

Received  
JAN 11 2013  
00-1  
Permit Processing

[illegible]

1-800-424-555

[illegible]

1. What is the purpose of the study?  
The purpose of the study is to investigate the effect of the use of a mobile learning application on the learning outcomes of students in a mathematics course.

2. What are the research objectives?  
The research objectives are to determine the effectiveness of the mobile learning application in improving students' understanding and performance in mathematics.

3. What is the research methodology?  
The research methodology is a quantitative approach using a pre-test/post-test control group design. The data will be collected through a series of tests and questionnaires.

4. What are the variables in the study?  
The independent variable is the use of the mobile learning application. The dependent variable is the learning outcomes of the students.

5. What are the expected results?  
The expected results are that the use of the mobile learning application will lead to a significant improvement in the learning outcomes of the students compared to the control group.

LESTER KANOLD, JR., 42,  
701 NE. 46TH ST., 111 R.  
LEONARD PERKINS, 52, 40,  
304 W. 11TH ST., 7th fl.,  
WY.  
LEONARD PERKINS, 52, 40,  
304 W. 11TH ST., 7th fl.,  
WY.

**CONSULTANT**  
NAME: Douglas Porter & Son  
ADDRESS: 4123 Poplar St. - Dallas  
Seattle, WA 98101  
PHONE: 754-19-0466  
FAX: 1206-342-1664

**CONSULTANT**  
NAME: HCA/HA  
ADDRESS: Oregon Engineers  
600 34th St. NW - Seattle  
Seattle, WA 98101  
PHONE: 426-444-5772  
FAX: 1206-444-6452

**CONSULTANT**  
NAME: Pacific Engineers  
ADDRESS: Pacific Engineers Inc.  
1000 1st St. NW - Seattle  
Seattle, WA 98101  
PHONE: 426-823-5772  
FAX: 1206-426-1772

**CONSULTANT**  
NAME: Design Collaborative  
ADDRESS: 301 Western Ave. Ste. 110  
Seattle, WA 98104  
PHONE: 426-929-3131  
FAX: 1206-426-9924

**CONSULTANT**  
NAME  
ADDRESS  
PHONE

Revision Schedule		
NO.	Date	Description



**COUGHLIN PORTER LUNDEEN**  
 • CONSULTING ARCHITECTS AND CIVIL ENGINEERING FIRM • CGL  
 111/104 STREET 13, SUITE 100 • 505.343.0400  
 1000/1000 • 505.343.1400

**Bellevue  
School District  
Transportation  
Maintenance  
Facility**

12035 NW 37th STREET

PROJECT NUMBER: C11741-1  
ISSUE DATE: 9/1/97  
DRAWN BY: GME/SAB  
CHECKED BY: A.P.H.

STORM  
DRAINAGE  
PLAN

**C3 01-1**

SCALE

[illegible]

1. **DATA SOURCES AND DATA COLLECTION** (12%)
2. **DATA SOURCES AND DATA COLLECTION** (12%)
3. **DATA SOURCES AND DATA COLLECTION** (12%)
4. **DATA SOURCES AND DATA COLLECTION** (12%)
5. **DATA SOURCES AND DATA COLLECTION** (12%)
6. **DATA SOURCES AND DATA COLLECTION** (12%)
7. **DATA SOURCES AND DATA COLLECTION** (12%)
8. **DATA SOURCES AND DATA COLLECTION** (12%)
9. **DATA SOURCES AND DATA COLLECTION** (12%)
10. **DATA SOURCES AND DATA COLLECTION** (12%)

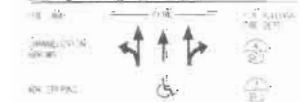
DOI: 10.1002/anie.200500000

SCALE	Permit Processing
1	1
2	2
3	3
4	4
5	5
6	6
7	7
8	8
9	9
10	10

25511 AND USE RESUBMITTAL



### Striping and Signage Legend



Revision Schedule		
No.	Date	Description



**COUGHLIN, ROBERT LUNDEEN**  
 40000 100TH AVE, NE, SUITE 200, WASHINGTON, DC 20000  
 TEL: (202) 233-1000 FAX: (202) 233-1001  
 E-MAIL: RLOUNDE@COUGHLIN.COM

**Bellevue  
School District  
Transportation  
Maintenance  
Facility**

PROJECT NUMBER	*****
ISSU. DATE:	11/11/97
DRAWN BY	SSKESON
CHECKED BY	ALPINE

PAVING AND  
HORIZONTAL  
CONTROL PLAN

**C5.00-1**

Permit Processing

95% IL AND USE RE SUBMITTAL



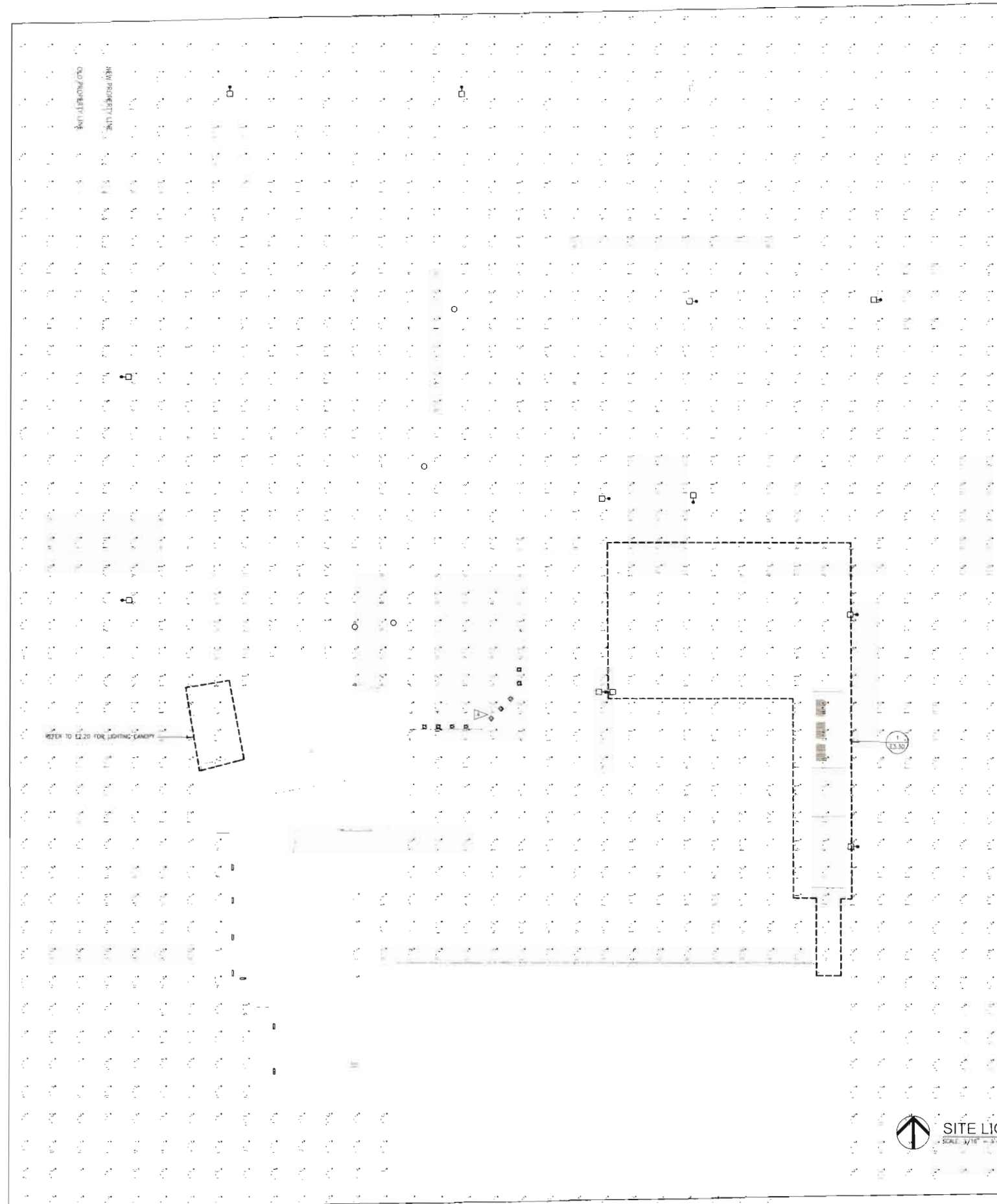












# FLAG NOTES

- PROVIDE POLE W/ PROVISIONS FOR FORD CCTV CAMERA PER DETAIL 5/17-01. PROVIDE 1 1/2" C/D WITH PULL STRING FROM J-BOX ON POLE TO W/ IN ADDITION TO CONTROLS CONDUIT, PROVIDE 3/4" - 1" AS REQUIRED FOR 120V CCTV POWER.
- PROVIDE REMOTE TRANSFORMER MOUNT IN ACCESSIBLE CEILING MAX DISTANCE OF 50 FEET
- MOUNT AT LEAST 1.6 FEET FROM SIDE ROUTE TO LOT VIA STEP DOWN TRANSFORMER. REFER TO DETAIL 5/18-01.
- LOCATE LUMINAIRES 5' APART. TWO LUMINAIRES PER SCREEN PANEL & THREE LUMINAIRES PER LARGE PANEL. MOUNT CENTERLINE OF LUMINAIRE 10' FROM FACE OF SCREEN.

SYMBOL	TYPE	REMARKS
	GLA	
	FLA	
	FLB	
	FLA	
	FLA	
	FLA	

SITE LIGHTING PLAN  
 SCALE: 3/16" = 1'-0"



2500 W. 10TH ST.  
 BELLEVUE, WA 98008  
 PHONE: 425.452.2885  
 FAX: 425.452.2886  
 WWW.SIERRA-MARTIN.COM

- CONSULTANT: STRUCTURAL & CIVIL**  
 NAME: Douglas Porter & Lusk  
 ADDRESS: 4115 Pike Street, Ste. 200  
 SEATTLE, WA 98101  
 PHONE: (206) 843-0882  
 FAX: (206) 843-0881
- CONSULTANT: MECHANICAL**  
 NAME: Hargis Engineers  
 ADDRESS: 600 Stewart Street, Ste. 1000  
 SEATTLE, WA 98101  
 PHONE: (206) 448-2216  
 FAX: (206) 448-4432
- CONSULTANT: ELECTRICAL**  
 NAME: Gorman Engineers Inc.  
 ADDRESS: 1401 10th Ave, Ste. 100  
 SEATTLE, WA 98101  
 PHONE: (206) 824-2277  
 FAX: (206) 824-3773
- CONSULTANT: LANDSCAPE**  
 NAME: Cascade Design Collaborative  
 ADDRESS: 911 University Ave, Ste. 210  
 SEATTLE, WA 98106  
 PHONE: (206) 848-8111  
 FAX: (206) 242-8624
- CONSULTANT:**  
 NAME:  
 ADDRESS:  
 PHONE:  
 FAX:

Revision Schedule		
NO.	Date	Description



**Bellevue  
 School District  
 Transportation  
 Maintenance  
 Facility**

10000 5TH STREET  
 BELLEVUE, WA 98008  
 CES PROJECT NUMBER: 10000  
 ISSUE DATE: 1/10/12  
 DRAWN BY: A. Haggan  
 CHECKED BY: C. Augustin

SITE LIGHTING  
 PLAN

JAN 11 2013

E1:01  
 SCALE: 1/16" = 1'-0"

95% LAND USE RESUBMITTAL